

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

October 3, 2019  
Loveland Public Works Administrative Building  
2525 W. 1<sup>st</sup> Street  
Loveland, 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-September 5, 2019 (Pg. 8)

**PUBLIC COMMENT PERIOD**

- |                              |                  |                                |
|------------------------------|------------------|--------------------------------|
| 3) 2020 VanGo™ Fare Increase | Suzette Mallette | <u>Estimated Time</u><br>5 min |
|------------------------------|------------------|--------------------------------|

**Lead Planning Agency for Air Quality Agenda**

**COUNCIL REPORTS:**

- |   |           |
|---|-----------|
| 4) Air Pollution Control Division (APCD)        | (Written) |
| 5) Regional Air Quality Council (RAQC) (Pg. 14) | (Written) |

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

- |                              |                  |                                |
|------------------------------|------------------|--------------------------------|
| 6) Report of the Chair       | Kristie Melendez | <u>Estimated Time</u><br>5 min |
| 7) Executive Director Report | Suzette Mallette | 5 min                          |
| 8) Mobility (Pg. 16)         | (Written)        |                                |
| 9) VanGo Dashboard           | (Written)        |                                |

**ACTION ITEM:**

- |   |                 |       |
|---|-----------------|-------|
| 10) Executive Director Performance Evaluation | Tom Donnelly    | 5 min |
| 11) Off-Cycle TIP Amendment (Pg. 20)          | Medora Bornhott | 5 min |

**DISCUSSION ITEM:**

- |  |                  |        |
|--|------------------|--------|
| 12) 2020 VanGo™ Fare Increase (Pg. 24) | Suzette Mallette | 15 min |
|--|------------------|--------|

**WORK SESSION:**

- |   |                                |        |
|---|--------------------------------|--------|
| 13) 10-Year Pipeline of Projects (Pg. 25) | Suzette Mallette/Becky Karasko | 60 min |
|---|--------------------------------|--------|

**COUNCIL REPORTS:**

- |   |                                 |              |
|---|---------------------------------|--------------|
| Transportation Commission                                   | Kathleen Bracke/Heather Paddock | <b>5 min</b> |
| I-25 Update (Pg. 32)  | Dave Clark                      |              |
| Statewide Transportation Advisory Committee (STAC) (Pg. 33) | (Written)                       |              |
| Host Council Member Report                                  | Dave Clark                      | 5 min        |

**MEETING WRAP UP:**

Next Month's Agenda Topic Suggestions

**NEXT MPO COUNCIL MEETING:**  
**November 7, 2019**  
**City of Fort Collins**



## **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***

**Kathleen Bracke, 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 <sub>x</sub>	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O <sub>3</sub>	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)**

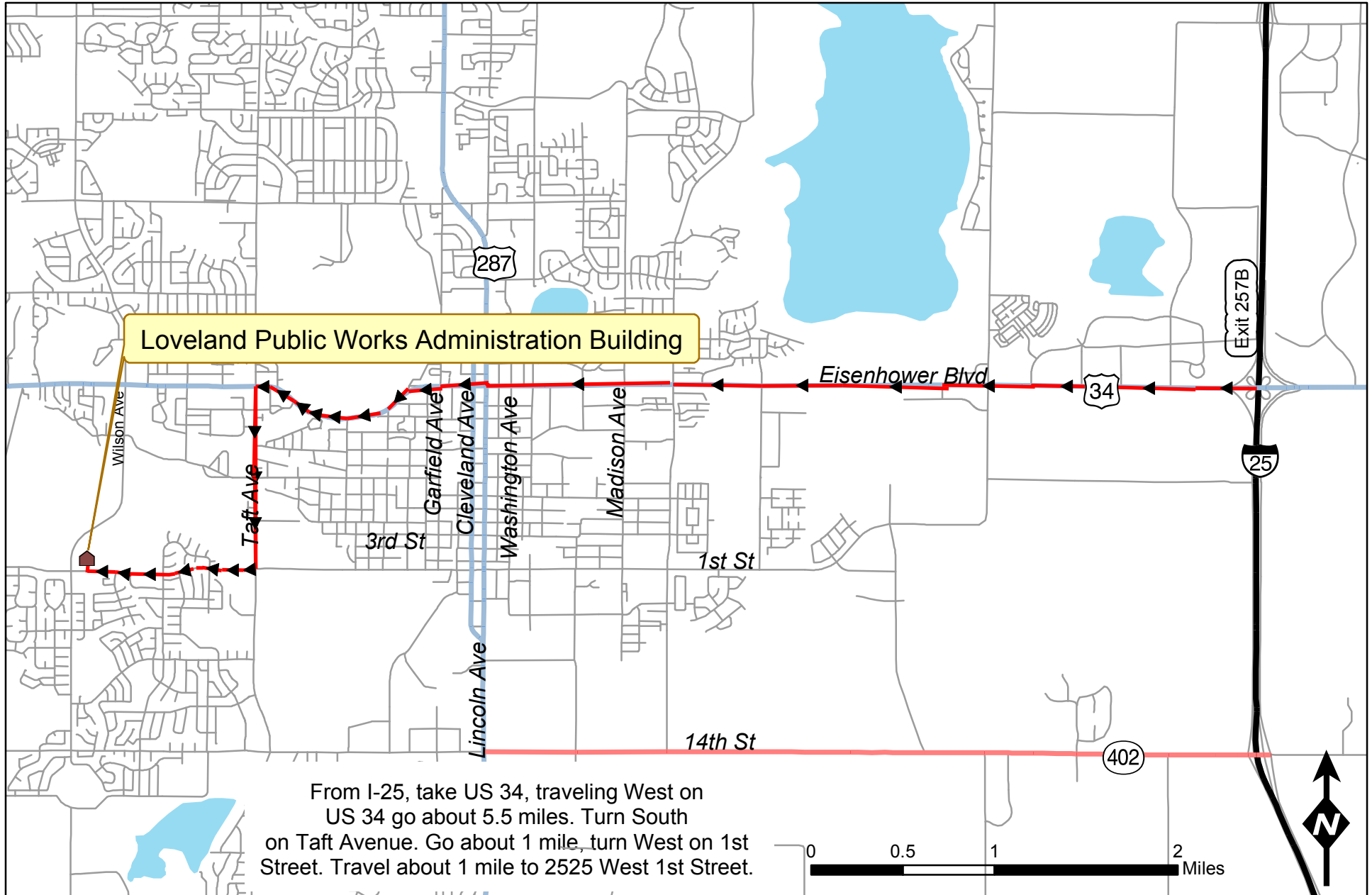
<b>SPR</b>	State Planning and Research (federal funds)
<b>SRP</b>	State Rail Plan
<b>SRTS</b> ( <i>see TAP and TA</i> )	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>STAC</b>	State Transportation Advisory Committee
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STU</b>	Surface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

# Directions to Loveland Public Works Administration Building

## 2525 West 1st Street, 2nd Floor



North Front Range  
Metropolitan  
Planning  
Organization



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

**September 5, 2019  
Severance Town Hall  
3 S Timber Ridge Parkway  
Severance, CO**

**Voting Members Present:**

**Kristie Melendez - Chair**  
William Karspeck  
Kevin Ross  
Mark Clark  
Kristen Stephens  
Robb Casseday  
Troy Mellon  
Tom Donnelly  
Paula Cochran  
Dave Clark  
Don McCleod  
Lisa Laake  
Barbara Kirkmeyer  
Kathleen Bracke

-Windsor  
-Berthoud  
-Eaton  
-Evans  
-Fort Collins  
-Greeley  
-Johnstown  
-Larimer County  
-LaSalle  
-Loveland  
-Severance  
-Timnath  
-Weld County  
-Transportation  
Commission

**Voting Members Absent:**

Rick Coffin  
Fil Archuleta  
Elizabeth Austin

-CDPHE  
-Garden City  
-Milliken

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; and Medora Bornhoft, Transportation Planner II.

**In Attendance:**

Mary Adams, Ben Aste, Frank Baszler, Ken Bennett, Amanda Brimmer, Chad Crager, Kathleen Davis, Gagliardi, Randy Grauberger, Jamie Grim, Butch Hause, Myron Hora, Wayne Howard, Mark Jackson, Will Jones, Laurie Kadrich, Lavonna Longwell, Dean Klingner, Dave Klockeman, Bob McCluskey, Mitch Nelson, Heather Paddock, Mark Peterson, Evan Pinkham, Hunter Rivera, Karen Schneiders, Mike Silverstein, Robin Stoneman Tad Stout, and Mike Weiland.

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

**Public Comment:**

Evelyn King of Loveland provided a written public comment regarding whether cities/towns or counties should pay any additional money to the Regional Air Quality Council.

Chair Melendez requested everyone at the Council table introduce themselves. McLeod also introduced Town of Severance staff in attendance.



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

McLeod **moved** to approve the, *September 5, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

### **Move to Approve Minutes:**

Casseday **moved** to approve the *August 4, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

### **Public Hearing:**

Air Quality Conformity Determination of the 2045 RTP and FY2020 TIP

McLeod **moved** to open the Public Hearing . The motion was **seconded** and **passed** unanimously.

Becky Karasko, Transportation Planning Director, highlighted the objectives and key points of the Air Quality Conformity Determinations of the 2045 RTP and FY2020 TIP with the Council, noting approval of the conformity determinations required by the Environmental Protection Agency (EPA) allows the Planning Council to readopt the FY2020-2023 TIP and to adopt the 2045 RTP, both on the evenings agenda. This also keeps the MPO in compliance and allows federal projects to move forward. No public comments were received during the comment period. A public meeting with the AQCC for this non-routine conformity determination will be held at their September 19<sup>th</sup> meeting.

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

Melendez closed the Public Hearing at 6:11 p.m.

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

Chair Melendez opened the Air Quality portion of the meeting.

#### Air Pollution Control Division (APCD)

A written report was provided.

#### Regional Air Quality Council (RAQC)

A written APCD report was provided.

#### RAQC- Serious Nonattainment Status

Amanda Brimmer, RAQC Technical Director, acknowledged new RAQC members and their appointments as follows: Don McLeod, NFRMPO; Will Karspeck, Larimer County; Stacy Suniga, Weld County; and Kathleen Bracke, representative of Transit Management Agencies. Brimmer presented *Air Quality Planning- Becoming a Serious Nonattainment Area* to the Council explaining in detail the history and dynamics surrounding the Denver Metro Area and North Front Range's (NFR) likely reclassification by the Environmental Protection Agency (EPA) to "Serious" at the end of 2019. She cited the NFR has made great strides in reducing ground-level ozone, as much as 20% since 2006, in spite of considerable growth. Unfortunately, the standard has been revised from .075 parts per billion (ppb) to .070 ppb making it more difficult to meet the standard.

Brimmer stressed that meeting the ozone standards in the summer of 2020 will be imperative to the region, as this will be the final year of the 3-year rolling average, of the 4<sup>th</sup> highest value, for both the 2008 75 ppb and the 2015 70 ppb ozone standards. If these averages are not met, the region may be reclassified to “Severe” in 2022, requiring more reduction strategies to be implemented. This is most easily seen in the stationary sources where under Moderate 100 tons per day (tpd) are allowed before a permit from the State Health Department is necessary. Under Serious the amount moves to 50 tpd. A Severe would mean a reduction to 25 tons per year and the completion of a Reasonably Available Control Technology (RACT) process.

Even though most major sources already meet RACT requirements, a RACT SIP will be required. Regardless of the NFR’s current standings, the State of Colorado and RAQC’s goal for the NFR is to get to 70 ppb in the next ten years, and they are confident it is reachable. EPA will reclassify the NFR at the end of the year, anyone may submit comments to them directly.

In response to the questioning of emission sources and various control strategies, particularly around international contributions, Mike Silverstein, RAQC Executive Director, indicated new modeling techniques showing source apportionment and strategy evaluations will help to clarify and refine much of the data received from the area monitoring stations. There are still emissions which need evaluating. He agreed to provide data to the Council from both current modeling as well as new modeling results, once available (approximately 6-7 months), showing 2017 readings and their sources in the NFR.

Following Brimmer’s technical presentation, Silverstein addressed the recent letter to north front range communities asking for financial participation. Silverstein listed the funding sources currently provided to the RAQC and how the monies are spent. He also explained the formula used to determine the requested share from each municipality/county was calculated using assessed property values and populations. He said these funds and NFRMPO funds are used for administrative costs and programs not funded by CMAQ allocations or other sources, citing the lawnmower programs as an example. The RAQC’s budget is approximately \$700k/year. Silverstein praised RAQC’s many successful public programs and local relationships, including the NFRMPO. He offered RAQC’s financial grant funding opportunities to all the communities for charging stations and additional programs, citing his enthusiasm of the probable advancement of Mow Down Pollution into the commercial market.

Following extensive Council discussion, Silverstein and Brimmer were asked to return to the Council at a later date with additional information regarding the “international contributions” exemption and 2017 data from NFR monitors created with existing modeling.

#### Zero Emission Vehicle (ZEV) Update

Ross and McLeod reported the ZEV hearings were complete and the ZEV mandate did pass. The mandate requires a certain percentage of ZEV’s be available for sale in Colorado to meet ZEV standards. Manufacturers will continue to have the ability to buy and sell “carbon credits” they have accumulated over time for when they do not reach the

percentage of credits. Colorado auto dealers will be given a proportional (errata) number of carbon credits to use under those same circumstances.

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

Chair Melendez opened the MPO portion of the meeting.

### **Reports:**

#### Report of the Chair:

Chair Melendez reported at the I-25 Coalition meeting Heather Paddock re-emphasized the importance of individual Council members and the MPO as a whole, send their letters to CDOT and the Transportation Commission expressing the vital need for SB 267 to be used as intended on the interstates, or more specifically, the \$350M for completion of I-25 Segment 5 to the full EIS alignment, a commitment made by the previous Transportation Commission. Mallette will draft a template for the communities' use.

Melendez clarified the letter to Governor Polis in the packet was no longer necessary as the RAQC appointments had been finalized.

#### Executive Director Report:

Mallette provided information on the following:

- 2019 Transportation Summit- there are four seats still available at the MPO table.
- Planning staff has reported their Public Involvement efforts have nearly double this year.
- The MPO has received more than 40 applications for the Finance Director position, 16 of which are being reviewed and considered for interview. The hope is to have the right candidate on board by early November.

#### Finance:

A written report was provided.

#### TAC:

A written report was provided.

#### Mobility:

A written report was provided.

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

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

Items on the Consent Agenda included:

- *Air Quality Conformity Determination-Resolution 2019-21*
- *FY2019 Budget Amendment-Resolution 2019-22*
- *Executive Policies*

## **Action Items:**

### 2045 Regional Transportation Plan (RTP)

Becky Karasko, Transportation Planning Director, thanked all TAC members for their time on the model steering team in reviewing, as well as providing TAC level direction on the plan. Karasko said the adopted plan allows the region to move forward on projects awarded in the NFRMPO 2022-23 Call for Projects and for FHWA and FTA to authorize and obligate projects using federal funds. Public comments received are reflected in the final documents.

Kirkmeyer asserted although the 2045 RTP is a constrained plan and meets the necessary federal requirements, but the MPO needs to discuss doing a plan that meets State Statutes, gets projects identified, and positions them in the pipeline for CDOT's 10-year Development Plan. Mallette agreed, confirming the 2045 RTP does meet all state and federal requirement and noting MPO staff is currently laying the groundwork for discussion in October so they can advocate to the Transportation Commission for funding on those projects.

Ross **moved** to approve *RESOLUTION NO. 2019-23 ADOPTING THE FISCALLY CONSTRAINED 2045 REGIONAL TRANSPORTATION PLAN*. The motion was **seconded** and **passed** unanimously.

Readoption of FY2020-23 Transportation Improvement Program (TIP) Medora Bornhoft, Transportation Planner II, stated it was necessary to readopt the TIP to demonstrate the projects and the financial constraint analysis are consistent with the newly adopted 2045 RTP. No changes were made to the TIP since it was adopted by the Council in June. The public comment period brought no public comment.

D Clark **moved** to approve *RESOLUTION NO. 2019-24 READOPTING THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** and **passed** unanimously.

## **Presentation:**

### Southwest Chief & Front Range Passenger Rail Commission (Commission) Update

Randy Grauberger, Rail Commission Project Director, explained the Commission is working to preserve and expand train service across Colorado. Southwest Chief rail service could extend into Pueblo and Colorado Springs using existing Amtrak rail and some rerouting through Pueblo and Walsenburg. The development of Front Range rail service, specifically, could potentially extend from Fort Collins to Trinidad. One 180-mile route is planned for each day and may provide multiple cross-country connections. Train speeds, which are presumed to be as high as 90 mph, and costs per ride are currently being analyzed. The Passenger Rail Commission is currently reviewing options for districting and requesting additional funding for the 2020 ballot. As the Commission begins undertaking the planning process, there have been and will continue to be, several large public involvement and stakeholder engagement efforts. Multiple committees and subcommittees are being created and will include many local stakeholders as well as others. Interested municipalities may contact Grauberger directly.

## **Council Reports:**

Transportation Commission Report /CDOT Region 4

A Project Status Update for August 27, 2019 was provided. Bracke reported she has been diligently working on getting around the region and meeting with constituents, colleagues, and elected officials to better recognize the transportation concerns and priorities of the region and State, including CDOT's Statewide Planning Process. Bracke attended Senator Bennett's recent event held to collect information on the region's transportation priorities for highways, transit, freight and safety. She also pronounced she continues to share with the Commission the message regarding the \$350M needed for I-25 section 5.

I-25 Update

There was no additional information to report.

STAC Report

No report was provided.

Host Council Member Report- McLeod thanked everyone for attending and welcomed them to Severance. He said the town had been experiencing a lot of growth, including two new neighborhoods, and soon the addition of a Dollar Store.

**Meeting Wrap-Up:**

Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at 8:01 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



Date: September 24, 2019

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

### **Executive Order for the RAQC**

On August 22, Governor Polis through Executive Order reauthorized the RAQC as the lead air quality planning agency for ozone for the region and boldly charged the RAQC with determining strategies and measures for reducing ozone and climate change-causing emissions. The Council shall continue partnering with state and local government agencies, business and industry representatives, advocacy groups and citizens to achieve these goals and contribute to many other Colorado air quality, climate, and transportation improvement initiatives. The Executive Order essentially preserves much of the present Board Membership but caps the membership at 29. Of particular interest is the Larimer County and Weld County resident members will now come from local governments (elected or staff).

On August 29, 2019, the Governor issued a second Executive Order appointing and re-appointing members to fill the current Board vacancies. Of particular interest are the appointments of Jeff Collett from Colorado State University (public), Mayor Will Karspeck from the Town of Berthoud (local government from Larimer County), Councilmember Stacy Suniga from the City of Greeley (local government from Weld County), Mayor Don McLeod from the Town of Severance (North Front Range Metropolitan Planning Organization), and Kathleen Bracke from Ft. Collins (transportation management agencies).

### **Local Government Funding**

The RAQC has requested more than \$700,000 from our local government partners for 2020. This is a lofty goal as local governments have in recent years provided \$150,000 - \$200,000 annually. Our revised funding formula, last updated in the 1990's, better supports staff salaries, office administration costs, and program operations such as "Mow Down Pollution", control strategy development, and education and outreach.

### **Control Strategy Committee**

The RAQC continues to investigate and develop emission control strategies for stationary/area sources, mobile sources/fuels, and transportation/outreach/land use. The Committee met on September 18 to discuss the progress made to date and chart a course of action for the next six months. The Committee will pay particular attention to diesel and gasoline vehicle emission reduction strategies over the next few months.

### **Ozone Update**

The EPA has proposed that the region be classified as a “serious” nonattainment area for failing to attain the 75 parts per billion standard on time; staff will review the planning requirements that must be fulfilled by the end of 2020.

So far this summer (through September 4), only one monitoring site has recorded a 4<sup>th</sup> maximum value above the 75 parts per billion standard (Chatfield Reservoir in Douglas County), but six sites have recorded 4<sup>th</sup> max concentrations above the 70 ppb standard. The Fort Collins West site is one of these at 71 ppb.

### **Climate Change Presentation**

Professor Scott Denning, Monfort Professor of Atmospheric Science at Colorado State University, presented on the science of climate change and approaches for making progress towards improved climate conditions.

### **ALT Fuels Colorado and Charge Ahead Colorado**

These electric vehicle infrastructure and vehicle incentive programs are entering the next phase of funding opportunities. Requests for proposals from the public and private sectors will open in October. See: [raqc.org](http://raqc.org)

## Larimer County Mobility Committee (LCMC)—MINUTES

September 19, 2019

1:35 p.m. – 3:29 p.m.

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

*Attendees:* Jill Couch, Pro-31 Safe Driving LLC; Cari Brown, Arc of Larimer County; Jim Becker, PAFC; Suzette Mallette, NFRMPO; Alex Gordon, NFRMPO; AnnaRose Cunningham, NFRMPO; Erica Hamilton, TransitPlus; Kathy Murphey, TransitPlus; Connie Nelson-Cleverley, SAINT; Lisa Bitzer, Via; Ruth Fletcher-Carter, RAFT; Walt Elish, Town of Berthoud; Will Karspeck, Town of Berthoud, Pam Marcus-Bause, Larimer County Community Development, Jason Brabson, Heart&SOUL Paratransit; Katy Mason, Larimer County Office on Aging

*Call in:* Darby Remley, CO Division of Vocational Rehab

### 2. Review of Agenda

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

No public comment received.

### 4. Approval of July 30, 2019 Meeting Minutes

Fletcher-Carter moved to approve the meeting minutes. Brown seconded the motion, which was approved unanimously.

## DISCUSSION ITEMS

### 1) Introductions

### 2) Understanding Alternatives

Hamilton presented on the potential alternatives for the One Call/One Click Center project. These alternatives include a low staffing option, a medium staffing option, and a high staffing option at a center hosted by the NFRMPO, a third party (based on Via Mobility), or as a standalone third party. The options came with estimates based on staffing costs, capital investments, and other input.

Hamilton reviewed the draft report that was sent to the group including the low, medium, and high alternatives, phasing options, and the role of the Mobility Manager. Mallette asked for clarification about what the first step would be in a phased approach and Hamilton responded that the first step would need to be hiring a Mobility Manager to start building the program and the relationships needed to get the program started. Fletcher-Carter noted the providers feel they are currently rider centric and they want to ensure this mentality carries over into the OCOC. Hamilton noted the possibility of agreeing on customer service standards.

The group continued the conversation about hosting options presented at the previous meeting including hosting organization options being the NFRMPO or VIA Mobility out of Boulder, and different cost possibilities associated with each option. The group discussed the benefits, disadvantages, and concerns associated with each option. Mallette noted issues with the option of the NFRMPO only having limited oversight, stating if the NFRMPO was overseeing the funds, they would need to have a larger role in the overall process. LCMC members preferred a Mobility Manager who is familiar with Larimer County, because relationship-building will be one of





the biggest responsibilities for the new position. There was less concern about where the call center is hosted, just that staff would need to be familiar with options.

Hamilton presented trip discovery and scheduling software, including purchasing and cost options. The group discussed how the different options met or did not meet the expectations of the group. Hamilton noted the importance of including into contract agreements how price increases may be implemented as the program grows and over time. Hamilton noted the larger transit agencies wanted to choose a wait-and-see approach before joining the program.

Mason stated including specific time frames into the plan may be limiting when it comes to implementation and suggested using phasing language as opposed to specific year time frames. The group discussed using phasing language and years as only examples for there to be more flexibility in implementation.

Mallette informed the group there are several elected officials in the area who are excited about the OCOC project, positioning the group to seek funding. She also noted the Multimodal Options Fund (MMOF), which could help fund the project if approved. The MMOF is funded through SB1 funds specifically for non-motorized and transit projects.

The group was given an evaluation worksheet by the consultants to gauge feedback on the program so far. Hamilton and Murphey will present the findings at the next meeting.

## **MEMBER REPORTS**

Brown stated the Arc of Larimer County is teaming with Foothills Gateway and Spirit Crossing Clubhouse to host a Town Hall Breakfast on October 15, 2019 at 7:00 a.m. at the Drake Center. Registration is requested and information is available on the Arc of Larimer County website.

Becker noted the NADTC Proof-of-Concept project is coming to an end. He will be working with providers to wrap up the grant via a survey.

Brabson asked how Weld County could be involved in this process because there was representation at the Northern Colorado Transportation Discussion. Gordon noted there is interest from Weld County to join the project.

- 5. Final Public Comment (2 minutes each)**
- 6. Next Month's Agenda Topic Suggestions**
- 7. Next LCMC Meeting: Wednesday, October 23, 2019**



### Transfort inaugurates new e-ticketing app

Transfort introduced an e-ticketing app, allowing riders to buy tickets with one-touch on a new mobile ticketing application, Transfort E-ticket. The app can be used on all fixed-route Transfort routes. Existing fare media such as paper tickets will continue to be offered. Single, round trip, 1-Day Passes, 7-Day Passes, 31-Day Passes, and Annual Adult Passes are available through the app. Passengers who qualify for discounted Senior or Disabled Passes may also use the app by purchasing their passes from a customer service agent at one of Transfort's three transit centers. Riders then simply scan their mobile barcode tickets on the new electronic validation devices when boarding the bus. For more information regarding the Transfort E-Ticket app visit [ridetransfort.com](http://ridetransfort.com) or download the Transfort E-Ticket in your app store.



Image credit: Masabi

### Loveland adds additional service

City of Loveland Transit (COLT) has upgraded its transit services. Service was extended by an extra hour in the evenings, running through 7:48 p.m. Monday through Friday. Youth (17 and under) ride free for the 2019-2020 school year. Additional AM peak service was added on Routes 1, 2, 4, and 5. A new Live Tracking website allows riders to see where their bus is, giving more freedom to riders: <http://coltpublic.etaspot.net/>

### Bustang continues to grow in Colorado

The Bustang service operated by the Colorado Department of Transportation (CDOT) has grown significantly since its introduction in July 2015.

- A new roundtrip was added on the North Line from Fort Collins Downtown Transit Center (DTC) to Denver's Union Station. The trip leaves the DTC at 7:00 a.m. and returns from Union Station at 3:30 p.m. This brings the total number of roundtrips on the North Line to eight.
- Bustang operated a pilot route from Denver to Estes Park along US36 on weekends in August and September. The pilot route offered two roundtrips per weekend day.
- *Bustang to Broncos* will return this season, leaving four hours prior to home games and returning half an hour after the end of the game. Roundtrip tickets cost \$30 and tickets can be purchased in advance.
- *Snowstang* will expand to Arapahoe Basin and Loveland ski areas in addition to Eldora Mountain ski area. There will be 40 days of weekend and holiday service between December and April. Cost is \$25 for the round-trip ride.

### Larimer County asks for sales tax increase

Larimer County Commissioners voted to place a sales tax proposal on the November 2019 ballot to fund transportation and facilities improvements. The proposal increases the County sales tax by 0.5 percent, from 0.8 percent to 1.3 percent, for the next 20 years.

The tax would bring in roughly \$39M in its first year, with increases over the years as the County grows. The first \$10M would be spent on I-25 between Loveland and Mead. Other road improvements would include bicycle and pedestrian components. Between 15 and 20 percent of the transportation funding would go to regional transit projects.

# 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 475 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](mailto:agordon@nfrmpo.org) or (970) 416-2023. The online Rider's Guide is available at [noco.findmyride.info](http://noco.findmyride.info).

### Upcoming Meeting Schedule

October 2019							November 2019							December 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						1	2	1	2	3	4	5	6	7
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31				
LCMC Meeting			STC Meeting				WCMC Meeting													

### Committee Members

Larimer County Mobility Committee	
Meets the third Tuesday of every other month.	
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	
Meets the fourth Thursday of every other month.	
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](http://nfrmpo.org/mobility).

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																																																												
October 3, 2019 Loveland	Off-Cycle TIP Amendment	Medora Bornhoft																																																												
<b>Objective/Request Action</b>																																																														
To approve the off-cycle September 2019 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																																																												
<b>Key Points</b>																																																														
<p>On September 10, 2019 NFRMPO staff received two off-cycle Amendment requests from CDOT Region 4. Both requests were submitted due to an additional federal award of \$6.97M for I-25 Segments 7 and 8, which extends from SH402 to SH14. According to the US Department of Transportation (USDOT) the \$6.97M federal funds are from Fiscal Year (FY) 2016 and require incorporation into the Statewide TIP (STIP) prior to the close of the financial system before the end of September 2019.</p> <p>Since the requests are time sensitive, they are being processed with the emergency policy outlined in the TIP, which allows additional federal funds to be included in the STIP prior to completing the TIP Amendment process. If Planning Council chooses to disapprove the TIP Amendment, the additional federal funds will be removed from the STIP.</p> <p>The two requests from CDOT Region 4 include:</p> <ul style="list-style-type: none"> <li>Revising the <i>North I-25: Design Build</i> project by adding \$6.97M federal TIGER Grant funding in FY19 and reducing 7PX/SB228 (Senate Bill 228) previous state funding by \$6.97M.</li> </ul> <table border="1" data-bbox="272 1087 1172 1373"> <thead> <tr> <th>Funding Source</th> <th>Currently &amp; Previously Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$19,240K</td> <td>\$6,970K</td> <td>\$0</td> <td><b>\$26,210K</b></td> </tr> <tr> <td>Federal/State</td> <td>\$41,235K</td> <td>\$0</td> <td>\$0</td> <td><b>\$41,235K</b></td> </tr> <tr> <td>State</td> <td>\$161,493K</td> <td>\$0</td> <td>\$6,970K</td> <td><b>\$154,523K</b></td> </tr> <tr> <td>Local</td> <td>\$102,360K</td> <td>\$0</td> <td>\$0</td> <td><b>\$102,360K</b></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$324,328K</b></td> <td><b>\$6,970K</b></td> <td><b>\$6,970K</b></td> <td><b>\$324,328K</b></td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>Revising the <i>North I-25: WCR38 to SH402</i> project by adding \$6.97M 7PX/SB228 state funding in FY19.</li> </ul> <table border="1" data-bbox="272 1444 1172 1730"> <thead> <tr> <th>Funding Source</th> <th>Currently &amp; Previously Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$22,000K</td> <td>\$0</td> <td>\$0</td> <td><b>\$22,000K</b></td> </tr> <tr> <td>Federal/State</td> <td>\$90,035K</td> <td>\$0</td> <td>\$0</td> <td><b>\$90,035K</b></td> </tr> <tr> <td>State</td> <td>\$122,470K</td> <td>\$6,970K</td> <td>\$0</td> <td><b>\$122,470K</b></td> </tr> <tr> <td>Local</td> <td>\$500K</td> <td>\$0</td> <td>\$0</td> <td><b>\$500K</b></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$228,035K</b></td> <td><b>\$6,970K</b></td> <td><b>\$0</b></td> <td><b>\$235,005K</b></td> </tr> </tbody> </table>			Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$19,240K	\$6,970K	\$0	<b>\$26,210K</b>	Federal/State	\$41,235K	\$0	\$0	<b>\$41,235K</b>	State	\$161,493K	\$0	\$6,970K	<b>\$154,523K</b>	Local	\$102,360K	\$0	\$0	<b>\$102,360K</b>	<b>Total</b>	<b>\$324,328K</b>	<b>\$6,970K</b>	<b>\$6,970K</b>	<b>\$324,328K</b>	Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$22,000K	\$0	\$0	<b>\$22,000K</b>	Federal/State	\$90,035K	\$0	\$0	<b>\$90,035K</b>	State	\$122,470K	\$6,970K	\$0	<b>\$122,470K</b>	Local	\$500K	\$0	\$0	<b>\$500K</b>	<b>Total</b>	<b>\$228,035K</b>	<b>\$6,970K</b>	<b>\$0</b>	<b>\$235,005K</b>
Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total																																																										
Federal	\$19,240K	\$6,970K	\$0	<b>\$26,210K</b>																																																										
Federal/State	\$41,235K	\$0	\$0	<b>\$41,235K</b>																																																										
State	\$161,493K	\$0	\$6,970K	<b>\$154,523K</b>																																																										
Local	\$102,360K	\$0	\$0	<b>\$102,360K</b>																																																										
<b>Total</b>	<b>\$324,328K</b>	<b>\$6,970K</b>	<b>\$6,970K</b>	<b>\$324,328K</b>																																																										
Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total																																																										
Federal	\$22,000K	\$0	\$0	<b>\$22,000K</b>																																																										
Federal/State	\$90,035K	\$0	\$0	<b>\$90,035K</b>																																																										
State	\$122,470K	\$6,970K	\$0	<b>\$122,470K</b>																																																										
Local	\$500K	\$0	\$0	<b>\$500K</b>																																																										
<b>Total</b>	<b>\$228,035K</b>	<b>\$6,970K</b>	<b>\$0</b>	<b>\$235,005K</b>																																																										
<b>Committee Discussion</b>																																																														
<p>Due to the time-sensitive nature of the requests and the cancellation of the September Technical Advisory Committee (TAC) meeting, the September TIP Amendment has not been reviewed by the TAC. The September TIP Amendment will be an informational report item at the October 16, 2019 TAC meeting.</p> <p>This is the first and only time Planning Council is scheduled to see the September 2019 TIP Amendment.</p>																																																														

## Supporting Information

On September 13, 2019 the USDOT reported the approval of the \$6.97M award contingent on obligating the funds before the closure of the Federal financial systems at the end of September 2019:

“Secretary of Transportation Elaine L. Chao yesterday approved the allocation of \$6.97 million in unobligated Fiscal Year 2016 National Infrastructure Investments, known as Transportation Investment Generating Economic Recovery (TIGER), funds made available under the Consolidated Appropriations Act, 2016, to the Colorado Department of Transportation for the North Interstate 25 Phase 1 project. Funding allocation is contingent on the TIGER-funded project continuing to meet applicable Federal statutory and regulatory requirements, all programmatic milestones and conditions imposed by the Department, and execution of amendments to the pertinent financial assistance agreement already in place for the project. *Timely approval is necessary to fully obligate funds before the financial systems close at the end of the fiscal year. Given time constraints and administrative steps necessary to obligate funds, there is a risk that these TIGER 2016 funds may not be allocated despite efforts to obligate them* [emphasis added].”

Source: “TIGER 2016 Project Fact Sheets.” USDOT, 9/13/2019, <https://www.transportation.gov/tiger-2016-project-fact-sheets>.

The 30-day Public Comment period for the September 2019 TIP Amendment began on September 10, 2019 and concludes on October 9, 2019. No comments have been received as of September 24, 2019.

An environmental justice analysis is not required as the Amendment does not revise the scope of either project.

Following adoption, the September 2019 Amendment will be carried forward to the FY2020-2023 TIP once the TIP becomes effective by action from the State.

### Funding Types and Uses

7PX/228 funds, available due to Senate Bill 228, are used to implement the Strategic Transportation Project Investment Program, with no more than 90 percent for highway purposes and no less than 10 percent for transit purposes or transit capital improvements.

Transportation Investment Generating Economic Recovery (TIGER) is a discretionary grant program for capital investments in surface transportation infrastructure that have a significant impact on the nation, a metropolitan area, or a region.

## Advantages

Approval of the September 2019 TIP Amendment will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

## Disadvantages

None noted.

## Analysis/Recommendation

Staff recommends Planning Council approve the September 2019 TIP Amendment to the FY2019-2022 TIP. The approval is contingent on no public comment being submitted by October 9, 2019.

## Attachments

- September 2019 Policy Amendment Form
- **Resolution No. 2019-25**

Rev. 11/28/2018

**FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**North Front Range Transportation & Air Quality Planning Council**

**Draft Policy Amendment #2019-A9**

Prepared by: Medora Bornhoft

DATE: 9/10/2019

Submitted to: Planning Council

							<i>Dollars Listed in Thousands</i>							
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	FY19 Rolled Funding	FY 19	FY20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Strategic</b>														
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	-	5,000	5,000	5,000	-	-	15,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	-	-	3,256	-	384	-	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	-	12,000
					State	7PX/228	140,000	-	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	-	33,485
						<b>Total</b>	<b>199,363</b>	<b>-</b>	<b>27,353</b>	<b>8,256</b>	<b>51,972</b>	<b>37,384</b>	<b>-</b>	<b>124,965</b>
<b>Project Description:</b> One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
REVISED ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	-	11,970	5,000	5,000	-	-	21,970
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	-	-	3,256	-	384	-	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	-	12,000
					State	7PX/228	133,030	-	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	-	33,485
						<b>Total</b>	<b>192,393</b>	<b>-</b>	<b>34,323</b>	<b>8,256</b>	<b>51,972</b>	<b>37,384</b>	<b>-</b>	<b>131,935</b>
<b>Project Description:</b> One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
<b>Reason:</b> Adding \$6,970K in FY19 of federal TIGER Grant funding as a result of additional available funding from the FY16 TIGER Grant award. Reducing 7PX/SB228 previous state funding by \$6,970K to transfer to TIP ID 2019-014 (STIP ID SSP4428.014).														
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	-	-	2,000	-	-	-	2,000
					Federal/State	NHPP/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
						<b>Total</b>	<b>-</b>	<b>-</b>	<b>26,670</b>	<b>199,630</b>	<b>500</b>	<b>1,235</b>	<b>-</b>	<b>228,035</b>
<b>Project Description:</b> One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.														
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	-	-	2,000	-	-	-	2,000
					Federal/State	NHPP/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	7PX/228	-	-	6,970	-	-	-	-	6,970
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
						<b>Total</b>	<b>-</b>	<b>-</b>	<b>33,640</b>	<b>199,630</b>	<b>500</b>	<b>1,235</b>	<b>-</b>	<b>235,005</b>
<b>Project Description:</b> One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.														
<b>Reason:</b> Adding \$6,970K of state 7PX/228 funding in FY19 transferred from TIP ID 2019-032 (STIP ID SSP4428.012).														

**RESOLUTION NO. 2019-25**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE SEPTEMBER 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT**  
**PROGRAM (TIP)**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

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

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

**WHEREAS**, transportation projects programmed in the upcoming TIP for FY2020-2023 are consistent with the adopted 2045 RTP, adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2019-2022 TIP and FY2020-2023 were positive and this TIP Amendment does not change the positive conformity findings on the FY2019-2022 TIP or FY2020-2023 TIP;

**WHEREAS**, the FY2019-2022 TIP and FY2020-2023 TIP remain fiscally constrained;

**WHEREAS**, revisions made to the FY2019-2022 TIP will be carried forward to the FY2020-2023 TIP upon incorporation of the FY2020-2023 TIP into the Statewide TIP (STIP); and

**WHEREAS**, this action is contingent on no public comment being submitted by October 9, 2019;

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

- TIGER Funds
  - Revising the *North I-25: Design Build* project by adding \$6.97M federal TIGER Grant funding in FY19.
- Senate Bill 228 Funds
  - Revising the *North I-25: Design Build* project by reducing 7PX/SB228 (Senate Bill 228) previous state funding by \$6.97M.
  - Revising the *North I-25: WCR38 to SH402* project by adding \$6.97M 7PX/SB228 state funding in FY19.

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

\_\_\_\_\_  
Dave Clark, Vice Chair

ATTEST:

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





## MEMORANDUM

To: NFRMPO Council  
From: Suzette Mallette, Executive Director  
Date: October 3, 2019  
Re: VanGo™ Fare Increase

### Background

An analysis of expenses to fares was performed over a 6-month period in early 2019 to determine if a fare increase was warranted. A fare increase for the program had been delayed due to lack of data and no response from vendors to prepare this analysis. In the short term, vanpools have been allowed to operate with four riders rather than 5 per the current VanGo™ policy. This temporary change in policy has let vans stay active at a time with low gas prices that generally depresses ridership.

The analysis, performed in house, shows that the vanpool program is barely breaking even between revenues and expenses. The MPO expects insurance premiums to go up because of the large amount of hail damage across the state and the turnover in new fleet vehicles. There has been no cost of living increase, and fares have not been increased since 2016. For these reasons, there is a recommendation of a 2% fare increase to take effect on January 1, 2020. That is an average increase of about \$4 per month.

The staff would also like to make the fare increases less volatile and more predictable. The past fare increases are shown below:

- 2015 – 2016 - 1%
- 2014 – 5%
- 2013 – 3%
- 2012 – 5%
- 2010 - 2011 – 0%
- 2007 - 2009 – 10%
- 2003 – 2006 – 0%

Being more consistent with smaller increases will hopefully alleviate a need for spikes in fare increases. The Finance Committee met on August 21, 2019 and is recommending the 2% fare increase. The VanGo™ Annual Safety Meeting was held on September 18, 2019 where the increase was presented.

### Action

This is a discussion item to review modifications with the whole Council. It is anticipated this will be on Consent at the November 7th Council meeting.





## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: October 3, 2019**

**Re: 10-Year Strategic Pipeline of Projects Work Session**

### **Background**

At the September 5, 2019 Planning Council meeting, the 2045 Regional Transportation Plan (RTP) was adopted. The 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. While the 2045 RTP does contain a list of fiscally constrained projects through 2045 (**Table 1**), these projects are not prioritized. The 2045 RTP also contains a list of fiscally unconstrained projects (**Table 2**), which are not prioritized. Additionally, at the April 5, 2018 Planning Council meeting, a list of NFRMPO priority projects for Prop 110 was approved (**Table 3**). The 2045 RTP also contains a list of Regionally Significant Corridors (RSCs), shown in **Figure 1**, which are also not currently prioritized.

### **Short-Term**

CDOT is in the process of developing a 10-year Strategic Pipeline of Projects to provide a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change.

Like the STIP, the NFRMPO has a Planning Council adopted TIP for Fiscal Years (FY) 2020-2023, which will be the first four years of CDOT's new 10-year Strategic Pipeline of Projects. The creation of a prioritized list of projects for the NFRMPO region for FY 2024-2029 is the focus of this Planning Council Work Session.

Additionally, SB17-267 and SB18-001 funds are available to be allocated to transportation projects for FY2019 and 2020 funding. Projects selected for SB17-267 funding must have a reasonable expectation of being able to expend 85% of the funding within three years of award.



**Long-Term**

While this Work Session will focus on the short term need of creating and approving a regional 10-year Strategic Pipeline of Projects, longer term work items for the Planning Council include:

- to review the Call for Projects process to ensure it is in line with the regional vision;
- prioritize both the on system and off system Regionally Significant Corridors (RSCs) for the next RTP;
- Revise the Call for Projects manual ahead of the next Call in fall 2020

These items will be discussed by Planning Council at a future Work Session.

**Summary**

For this Planning Council Work Session, the focus will be on the 10-year Strategic Pipeline of Projects due to the time constraints tied to the expenditure of the SB17-267 and SB18-001 funds. **Does Planning Council want to identify a regional project without going through criteria and a selection process, such as N I-25 Segment 5 (SH56 to SH66) or a similar project able to meet the requirements without going through the TAC?**

**For FY2024-2029, Planning Council will be asked to determine if they would like to support an existing list of projects** (such as the Prop 110 list approved in April 2018, the 2045 RTP Constrained Projects, or the 2045 RTP Unconstrained Projects list) or select a new list of projects?

Between the 2045 RTP Fiscally Constrained Projects List and the Prop 110 projects list for the NFRMPO, the following projects are included on both:

Facility	Project Limits	Project Cost (\$M, YOE)
I-25	Segment 5 within NFRMPO (SH56 to WCR38)	\$237
US34-Greeley	US34/35 <sup>th</sup> & US34/47 <sup>th</sup> Interchanges	\$69
US34-Loveland	LCR3e to Boise Ave	\$26.6
SH402	I-25 to LCR9 & Boise Ave to US287	\$23.7



**Should Planning Council wish to create a new list of projects for the NFRMPO, the following steps would need to be completed and the new listed approved and adopted at the December 5, 2019 Planning Council meeting (with draft list in November for Transportation Commission review and adoption):**

Steps	TAC Meeting Dates	Planning Council Meeting Dates
Prioritize the RSCs on the State System from the <u>2045 RTP</u> : <ul style="list-style-type: none"> <li>• Identifying parameters in the selection of these top corridors</li> <li>• Identifying criteria for selecting projects</li> </ul>	October 16, 2019 (Discussion)  November 20, 2019 (Action)	November 7, 2019 (Discussion)  December 5, 2019 (Action)
Identify the top three to five regional corridors	November 20, 2019 (Discussion) December 18, 2019 (Action)	December 5, 2019 (Discussion) January 9, 2020 (Action)
Document the process to update this list to keep it relevant and accommodate shifting regional priorities	N/A	December 5, 2019 (Discussion) January 9, 2020 (Action)

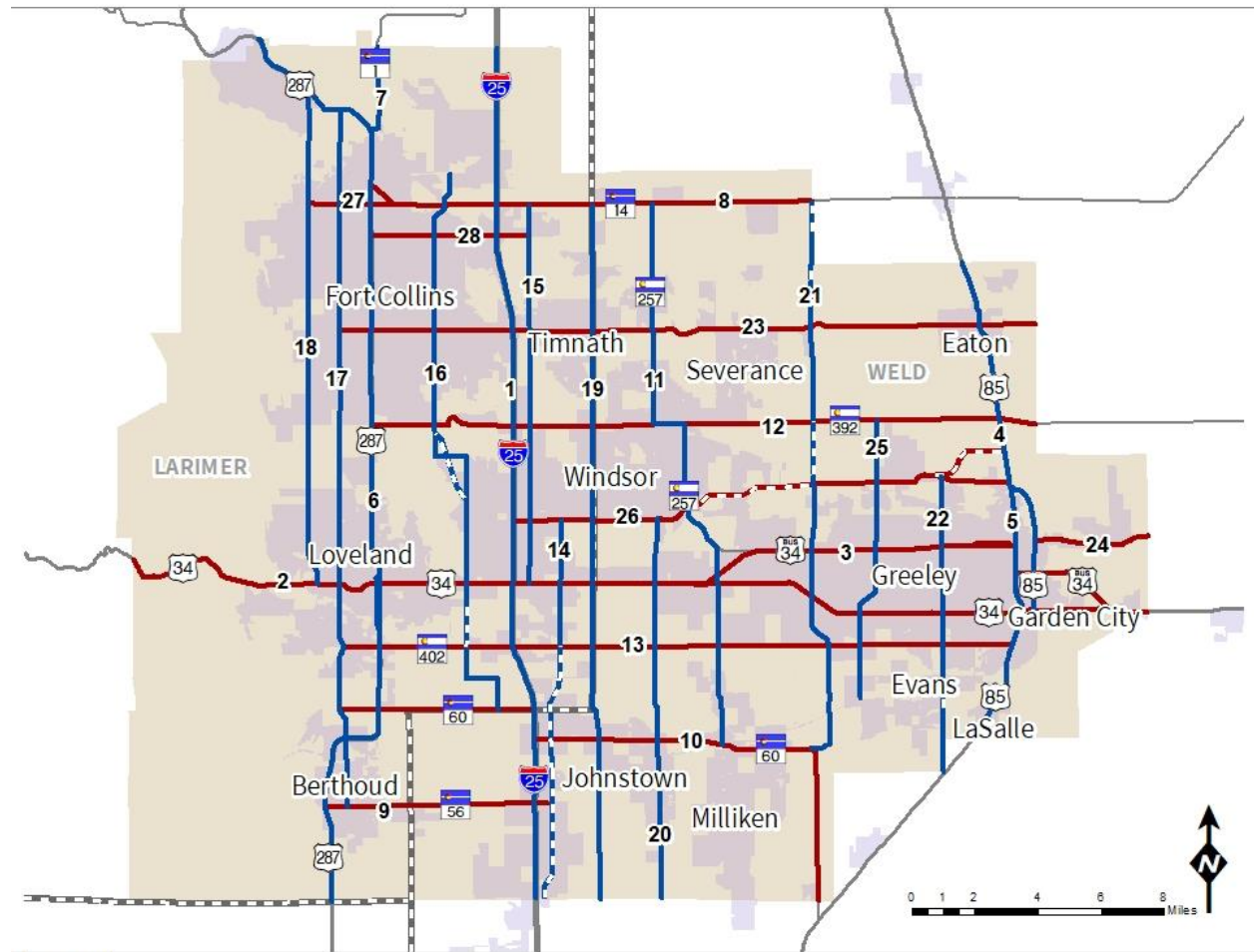
At their October 16, 2019 meeting, TAC will review the top regional corridors identified by Planning Council to identify the top projects on those corridors and provide the list to Planning Council for approval at the November 7, 2019 Planning Council meeting.

### **Action**

Staff requests Planning Council review the information within and attached to this memo and come prepared to provide feedback and input on the questions and process described above.



**Figure 1. 2045 RTP Regionally Significant Corridors (RSCs)**



**Legend**

- |                         |                       |                 |
|-------------------------|-----------------------|-----------------|
| <b>North-South RSCs</b> | <b>East-West RSCs</b> | County Boundary |
| Existing                | Existing              | NFRMPO Boundary |
| Proposed                | Proposed              |                 |

July 2019  
Sources: CDOT, NFRMPO



**Table 1. 2045 RTP Fiscally Constrained Projects**

RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Remaining Project Cost (\$M, YOE)	Sponsor
1	I-25	SH402 to SH14	Add tolled express lane in each direction, improve the US34 interchange, and other interchange reconstructions	14.0	\$360.0	CDOT
1	I-25	SH56 to SH402	Add tolled express lane in each direction and interchange reconstructions	5.0	\$0.6	CDOT
1	I-25	WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	3.0	\$236.9	CDOT
2	US34	Boyd Lake Ave to Boise Ave	Widen from 4 lanes to 6 lanes	1.7	\$8.6	Loveland
2	US34	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 lanes to 6 lanes	1.0	\$6.8	Loveland
2	US34	US34 and 35 <sup>th</sup> Ave	New interchange	N/A	\$34.5	Greeley
2	US34	US34 and 47 <sup>th</sup> Ave	New interchange	N/A	\$34.5	Greeley
2	US34	LCR3E to Centerra Pkwy	Widen from 4 lanes to 6 lanes	1.0	\$5.6	Loveland
2	US34	Rocky Mountain Ave to Boyd Lake Ave	Widen from 4 lanes to 6 lanes	1.0	\$5.6	Loveland
6	US287	SH402 to 1 <sup>st</sup> St	Widen from 4 lanes to 6 lanes	1.4	\$23.8	Loveland
6	US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	1.0	\$14.7	Fort Collins
6	US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	1.0	\$7.0	Larimer/CDOT
6	US287	29 <sup>th</sup> St to LCR30	Widen from 4 lanes to 6 lanes	3.1	\$12.8	Loveland
11	SH257	Crossroads Blvd to Garden Dr	Widen from 2 lanes to 4 lanes	2.2	\$4.6	Windsor
11	SH257	SH392 to WCR74	Widen from 2 lanes to 4 lanes	3.0	\$11.6	Windsor
11	SH257	WCR74 to WCR78	Widen from 2 lanes to 4 lanes	2.0	\$7.9	Windsor
12	SH392	LCR3 to Westgate Dr	Widen from 2 lanes to 4 lanes	1.5	\$1.8	Windsor
12	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	1.0	\$3.6	Windsor
12	SH392	17 <sup>th</sup> St to LCR3	Widen from 2 lanes to 4 lanes	1.3	\$3.8	Windsor
13	SH402	Boise Ave to St. Louis Ave	Widen from 2 lanes to 4 lanes	0.5	\$6.7	Loveland
13	SH402	I-25 to LCR9	Widen from 2 lanes to 4 lanes	1.5	\$11.0	Loveland
13	SH402	St. Louis Ave to US287	Widen from 2 lanes to 4 lanes	0.5	\$6.0	Loveland

**Table 2. 2045 RTP Fiscally Unconstrained Projects**

<b>RSC</b>	<b>Facility</b>	<b>Project Limits</b>	<b>Improvement Type</b>	<b>Remaining Project Cost (\$M, YOY)</b>	<b>Agency</b>
1	I-25	WCR 38 to SH56	Widen from 4 to 6 general purpose lanes	\$17.90	CDOT
1	I-25	SH56 to SH402	Widen from 4 to 6 general purpose lanes	\$27.80	CDOT
1	I-25	SH402 to SH14	Widen from 4 to 6 general purpose lanes	\$119.00	CDOT
2	US34	MP 113.65 to LCR3	Widen for 4 to 6 lanes	\$215.60	Multiple
6	US287	Trilby to Fossil Creek	Widen for 4 to 6 lanes	\$15.40	Fort Collins
6	US287	Fossil Creek to Harmony	Widen for 4 to 6 lanes	\$11.90	Fort Collins
8	SH14	Summit View to Timberline	Widen for 4 to 6 lanes	\$3.00	Fort Collins
8	SH14	Timberline to Riverside	Widen for 4 to 6 lanes	\$23.80	Fort Collins
8	SH14	I-25 to Summit View	Widen for 4 to 6 lanes	\$14.90	Fort Collins
10	SH60	WCR-15 to I-25	Widen for 2 to 4 lanes	\$23.40	Johnstown
12	SH392	1-25 to LCR9	Widen for 2 to 4 lanes	\$5.90	Fort Collins
12	SH392	Timberline to Lemay	Widen for 2 to 4 lanes	\$5.90	Fort Collins
12	SH392	LCR9 to Timberline	Widen for 2 to 4 lanes	\$5.90	Fort Collins
12	SH392	Lemay to College	Widen for 2 to 4 lanes	\$8.90	Fort Collins

Table 3. Prop 110 Project List--NFRMPO Region

Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment	NFRMPO	
											2045 RTP	Others (PELs, etc.)
4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH7 to SH14	Addition of one Tolle Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on Segments 5 (SH66 to SH56) and 6 (SH56 to SH402)	Design to Budget. Subsequent phase (not reflected in updated costs) includes: SH7 to SH66 (Express Lane) ~\$127 M SH402 to SH14 (replace interchanges and infrastructure) ~\$300 M US34 and Centerra Interchanges ~\$180 M SH14 Interchange ~\$55 M SH14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Tolling	\$200,000,000	\$353,000,000	Yes	North I-25 EIS
4	North Front Range	Larimer / Weld	US34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000	Yes	US34 EA, North I-25 EIS, & US34 PEL
4	North Front Range	Weld	US34 / US85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	<b>Design to Budget. Project could be divided into phases-</b> <b>Phase 1: Replace aging infrastructure ~\$113M</b> <b>Phase 2: System to System connections ~\$50M</b>	\$113,000,000	\$0		\$0	\$113,000,000	Yes	US34 & US85 Interchange PEL
4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	Design to Budget. Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4M TC Program Reserve	\$0	\$43,440,000	Yes	US85 PEL
4	North Front Range	Larimer	SH402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget.	\$20,000,000	\$0		\$0	\$20,000,000	Yes	North I-25 EIS & SH402 EA



## North Front Range MPO Area - Project Status Updates (9/24/2019)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14/US287 Flood Repair NW of Fort Collins	<i>Construction is complete</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Construction is complete</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway. SH402 to re-open in Oct</i>
Wellington to WYO Cable Rail	<i>Advertisement November 2019</i>
Vine Drive Bridge	<i>Construction is underway.</i>
Segment 6 (SH56 to SH402)	<i>Construction Package 1 (CP1 ) started construction on 29 Sept 2019</i>
<b>US34</b>	
Big Thompson Canyon Flood Repair	<i>Construction is substantially complete</i>
US34 & US85 Interchange	<i>In design</i>
US34 & Weld County Rd 17 Interchange	<i>In design</i>
US34 & 35 <sup>th</sup> Ave Interchange	<i>In design</i>
US34 & 47 <sup>th</sup> St Interchange	<i>In design</i>
<b>SH60</b>	
WCR 40 Intersection Improvements	<i>Construction is complete</i>
Over the South Platte River	<i>Construction is substantially complete</i>
<b>US287</b>	
SH1 to LaPorte Bypass	<i>Construction is substantially complete</i>
Foothills Parkway Intersection	<i>Materials delays. Construction in early 2020</i>
Owl Canyon Rd Feasibility Study	<i>Underway. Expected completion by Fall 2019</i>
<b>ADA Curb Ramp Program</b>	
Greeley ADA Curb Ramps Phase 1	<i>Construction is complete</i>
Loveland ADA Curb Ramps Phase 1	<i>Construction is complete</i>
Windsor Curb Ramps	<i>Construction is complete</i>





## **STAC Summary – August 23, 2019**

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
  - a) July STAC Minutes approved without changes.
- 2) **CDOT Update and Current events**-Herman Stockinger, CDOT Deputy Director  
Executive Director Preliminary remarks: Sally Chafee is the new Chief of Staff to the Office of the Executive Director. Plan with CMAQ to review while we spend down funds over the next few years. According to the Reason Foundation Report, Colorado has fallen in the national rankings on pavement condition. Disappointing, but lends support to the rural road investment program, and corresponds to what we have heard through the planning process
  - a) Presentation:
    - i) Funding Allocation: TC needs to decide whether to allocate what is fully anticipated of SB-267 funds (potentially \$1.4 billion) through year 3 & 4 (FY 22), or alternatively, to limit allocations to the portion that is available (\$615 M to be issued as of 1/20) through FY 20.
    - ii) Prior Funding Commitments: Need to discuss prior commitments including \$122 million worth of projects remaining on the SB 267 list, the \$310 million committed for I-25 North, and the rural roads investment program, and how to handle that within the context of the \$615M-\$1.4 billion
    - iii) Other investment needs that need to be considered: Vail Rest Area, Eisenhower Tunnel lighting, maintenance equipment.
  - b) STAC Discussion: There was consensus among STAC representatives in their preference for allocating the full amount of SB-267 funds through FY 2022. Several STAC representatives requested that TC consider truck stops as one of the other investment needs. STAC representatives requested the NHFP (freight projects) list be distributed soon considering that may affect what each region chooses to prioritize for the SB 267 funds.
- 3) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
  - a) Transportation Commission:
    - i) Whole System, Whole Safety Workshop
    - ii) TC Agenda Changes: The format is changing to organize items into three different topics including safety, infrastructure and mobility, and budget and finance.
    - iii) Budget Changes: The change is intended to make it easier to understand.
    - iv) SWP: TC raised concerns about whether the pace we have set for this process is too aggressive. Asked that we extend the timeline to allow adequate time to digest and analyze all the data and feedback gathered through the outreach efforts.
- 4) **Federal and State Legislative Reports**- Herman Stockinger (Deputy Executive Director)
  - a) Federal
    - i) TLRC meets September 16, 2019: Updates regarding SB-239, US 36 progress, and Chain Law will be presented.
    - ii) The Federal Bill (American Transportation Infrastructure Act): The federal bill discussed at our last meeting still isn't funded
- 5) **Federal Planning Coordination**- Elijah Henley, FHWA Federal Lands Management
  - a) Presentation:
    - i) Federal Lands Management division is looking for opportunities to better coordinate and partner with State and local agencies in planning efforts.
    - ii) Looking for ways to better aggregate, communicate, and share data among the different agencies shifting efforts away from plan management and toward information management.



- b) STAC Discussion: STAC representative asked if FHWA partners with DOD in addressing issues related to missile silos in the National Grasslands area. Elijah Henley responded that it was an excellent example of a place where improved coordination among multiple agencies is needed.
- 6) **Statewide and Regional Transportation Plan Update**- Rebecca White and Tim Kirby, Division of Transportation Development
  - a) **Progress report**:
    - i) Timeline lengthened: TC decided that more time was needed to digest the feedback and data obtained through the process
    - ii) Where we've been: 63 of 64 county meetings are complete, only 2 outreach events remaining, all TPR's have had their first meetings. Attended meetings with MPO for their first meeting. Currently, working on aggregating and analyzing what we have heard through this process so far. What we've heard:
      - (1) Road condition/safety and growth and congestion are the biggest priorities and concerns overall.
      - (2) Lack of travel options is also a big concern in rural areas struggling with access to healthcare and an aging population.
  - b) **Timeline**:
    - i) Milestone number 1: CDOT is developing a Midpoint Report that will share what was heard at county meetings, TPR meeting #1, and survey responses.
    - ii) TPR meeting #2A and #2B: Will occur in September and October respectively. The objective of meeting #2A will be for each TPR to come out of that meeting with an understanding of the priorities for each corridor, and in meeting 2B we will translate those priorities into projects so that the TPR Chair is prepared to meet with the RTD to develop the 10 year pipeline of projects in meeting number 3.
- STAC Discussion: STAC member commented that the map depicting the survey results for each region reveals that the process failed to capture concerns with freight and the movement of goods. Questions were raised among STAC members as to how projects will make it into the 10-year pipeline of projects, and how the process will compare to the 10-year development plan. Questions were raised as to how this process will be different from the one used to develop the 10 year development plan. A STAC representative asked whether the same criteria that was used for the 10 year development plan would be used to narrow down projects for the 10 year pipeline of projects.
- 7) **Whole System Whole Safety (Informational Update)** - Josh Laipply, CDOT Chief Engineer
  - a) Presentation:
    - i) Whole System Whole Safety will be integrated into the Statewide Plan process.
    - ii) Safety plan will continue to meet FHWA requirements, but will be part of Statewide Plan with the hope that it will be more useful than the plans have been to us in the past.
  - b) STAC Discussion: STAC members questioned how the Whole System, Whole Safety program can adequately address safety needs without more accurate and timely data. Concerns were raised regarding how performance measures would be used to gauge the success of safety interventions, and whether an education campaign can adequately address safety issues related to road conditions.
- 8) **Other Business** – Vince Rogalski (STAC Chair)
  - a) Emerging Mobility and CDOT Budget Update will be presented at the next STAC meeting
  - b) MMOF update will be distributed via memo
  - c) Mike King promoted to the Emerging Mobility Office.
- 9) **Adjourn**