

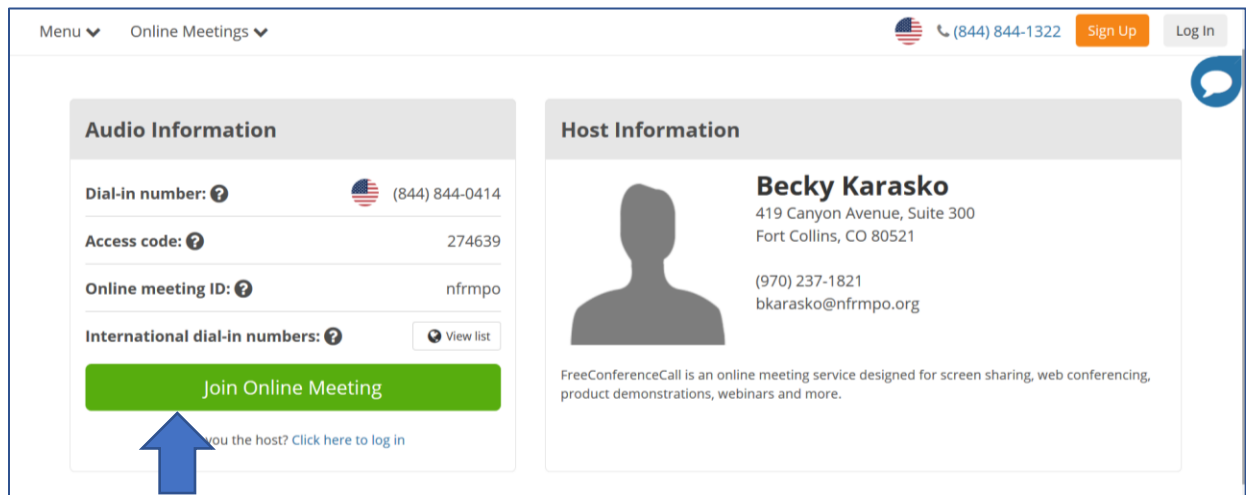
## NFRMPO Planning Council Meeting Remote Attendee Instructions

### To access the audio for the meeting:

- 1) Please call 1-844-844-0414.
- 2) Once prompted, enter the Participant Access Code: 274639#
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you come in late you will be asked for your name.
- 4) You **must** call in for the audio portion of the meeting, there is no option to participate via computer audio and microphone online.

### To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://join.freeconferencecall.com/nfrmpo>.
- 3) The Online Meeting ID: nfrmpo.
- 4) Enter your name and email, then click "Join". PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.



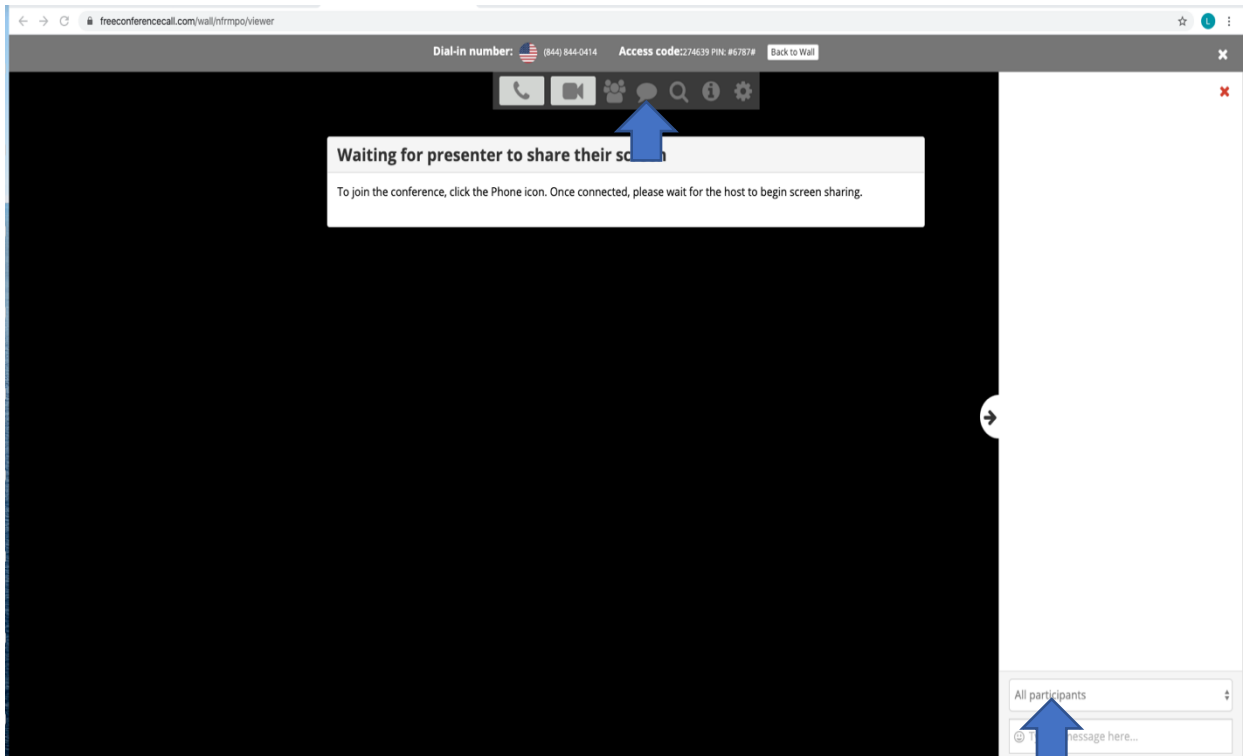
### Once the Planning Council Meeting has begun:

- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.

- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

*I have a question regarding the TIP Amendment (Becky Karasko)*

and wait to be recognized by the Chair before proceeding with your question or comment, so others do not talk over you and your question can be recorded for the Minutes.



- 5) Each time you speak, please state your name for the record before proceeding with your question or comments.

If at any time during the meeting you have any questions or technical difficulties accessing the meeting, please contact Becky Karasko at (970) 237-1821 or [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org).





Date: March 30, 2020

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

### **COVID-19 Response and Impacts**

The events of recent weeks have caused great concern and disruption for us all. I am not aware of any staff, RAQC Board Member or stakeholder who has had a serious COVID-19 illness, for that we are truly thankful! The new work environment, though inconvenient and quite challenging, has proved manageable and very necessary. Please let the RAQC staff know if there are questions or special needs as we proceed until further notice to work remotely and communicate via technology.

It is disappointing that we could not conduct the RAQC's April 3 Board meeting in the City of Evans. We were planning to focus on northern Colorado air quality matters, receive comment and perspective from local officials and citizens, and tour oil and gas production facilities. Hopefully, we can re-schedule later this year.

The RAQC will be conducting its April 3 Board meeting via video conference. The agenda and meeting materials, as well as instructions for joining the on-line meeting, can be found at:

<https://ragc.org/event/april-2020-ragc-board-meeting>

### **Ozone Planning**

RAQC staff is continuing to develop the serious area ozone State Implementation Plan which should be completed this coming summer. The latest emission inventories, the demonstration of "reasonable further progress", and potential motor vehicle emission budgets were presented to the RAQC Board at its March 6 meeting.

On April 3, the RAQC Board will be briefed on ozone air quality data and reasonably available control measures, or "RACM". The ozone data collected at monitoring sites throughout the region must adhere to EPA requirements and demonstrate that the region will attain the 75

parts per billion ozone standard by the end of 2020. The ozone concentrations recorded so far will be reviewed, and discussion of what is necessary to demonstrate attainment this coming ozone season will occur. Additionally, a demonstration that the region is deploying RACM must be made in the SIP document. Staff will present on the numerous emission reduction measures already deployed in the region that have been driving down emissions and reducing ozone concentrations.

Staff will begin posting on the RAQC website draft SIP chapters later in April. We will provide periodic notifications as new material becomes available.

### **Control Strategy Committee**

The Committee met on March 18 and discussed ozone planning efforts as a “serious” nonattainment area as well as the implications of a possible “severe” nonattainment classification. All control strategy options presented to the Committee so far were reviewed and staff proceeded to make recommendations on proposed next steps for each. Most strategies were recommended as voluntary initiatives, utilizing programs and processes already in place and expanding others if additional resources become available. Little or no additional Committee work on these voluntary initiatives is anticipated. However, a select few strategies were recommended for regulatory implementation. The meeting materials can be found at: <https://ragc.org/event/control-strategy-committee-18-Mar-20> The Committee will proceed to focus its efforts developing regulatory approaches for each and will next meet on April 15.

### **Heightening Community Awareness/Action This Coming Ozone Season**

The Board Chair and Vice Chair have directed staff to select three efforts for reducing ozone forming emissions and to then recommend approaches for heightening community awareness and actions. Staff is evaluating the program options and will provide these recommendations at the upcoming April 3 Board meeting. Board Members will be solicited to become an "Executive Sponsor" or "Champion".



Dedicated to protecting and improving the health and environment of the people of Colorado

## Monthly Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council April 2, 2020

### Air Pollution Control Division (Division) Updates:

- The following page has been created as a resource to help answer inquiries that the Division has received regarding operations: [www.colorado.gov/pacific/cdphe/apcd-covid-19](http://www.colorado.gov/pacific/cdphe/apcd-covid-19)
- The oil and gas methane and hydrocarbon monitoring forum originally scheduled for April 7, 2020 at the Colorado School of Mines, **has been cancelled**.
- The Division received a high degree of interest and participation in the Leak Detection and Repair (LDAR) training, held on March 23. Materials from that session, include both the slide deck and complete recorded presentation are available under the LDAR section of the Division's Oil and Gas compliance and recordkeeping website: <https://www.colorado.gov/pacific/cdphe/air/oil-and-gas-compliance>.

### March 20, 2020 Air Quality Control Commission (Commission) Meeting:

- The Commission did not meet in March.
- Meeting materials for previous and future meetings are available at [www.colorado.gov/pacific/cdphe/aqcc](http://www.colorado.gov/pacific/cdphe/aqcc).

### Upcoming Commission Meetings:

- In response to the COVID-19 pandemic, all Commission meetings, prehearing conferences, and status conferences will be held as remote meetings only. This will continue through at least the end of April. Additional information and updates will be posted on [www.colorado.gov/pacific/cdphe/aqcc](http://www.colorado.gov/pacific/cdphe/aqcc).
- The April 16, 2020 Commission meeting includes the following agenda items:
  - 2015 Ozone National Ambient Air Quality Standard (NAAQS) - Denver Metro/North Front Range Marginal Nonattainment Area Requirements. The Division will request that the Commission set a hearing to approve the emissions statement, 2017 baseline year emissions inventory and SIP compliance certifications to be submitted to the EPA, satisfying Marginal Nonattainment Area requirements for the 2015 Ozone National Ambient Air Quality Standard.
  - SB19-181: Regulation Number 6, Part B and Regulation Number 7 - Natural Gas-Fired Reciprocating Internal Combustion Engines. The Division will request that



the Commission set a hearing to address certain aspects of SB19-181 as well as co-benefits to Regional Haze, ozone, and RMNP nitrogen deposition by considering revisions to Regulation Number 6, Part B and Regulation Number 7 related to the control of NOx emissions from natural gas-fired reciprocating internal combustion engines.

- Colorado Greenhouse Gas Emissions Roadmap. The Colorado Energy Office and their consultant, Energy and Environmental Economics will provide an update to the Commission regarding the Greenhouse Gas Roadmap.
- The May 21, 2020 Commission meeting includes the following agenda items:
  - The Commission will consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
  - The Commission will consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.
  - The Commission will consider approving the emissions statement, 2017 baseline year emissions inventory and SIP compliance certifications to be submitted to the EPA, satisfying Marginal Nonattainment Area requirements for the 2015 Ozone National Ambient Air Quality Standard.
  - The Commission will consider revisions to Regulation Number 9 regarding Open Burning, Prescribed Fire, and Permitting to clarify language and definitions in a number of sections, & to move actual 3-year percentage results for user fees out of the regulation.
  - The Commission will consider establishing a new Regulation Number 22 regarding greenhouse gas emissions reporting in response to SB19-096 and emissions limits in response to HB19-1261 and SB19-236. The Commission will also consider proposed provisions in the new Regulation Number 22 for the reduction of hydrofluorocarbons (HFCs) by prohibiting the manufacture and use of HFCs in specific end-uses on a statewide basis.





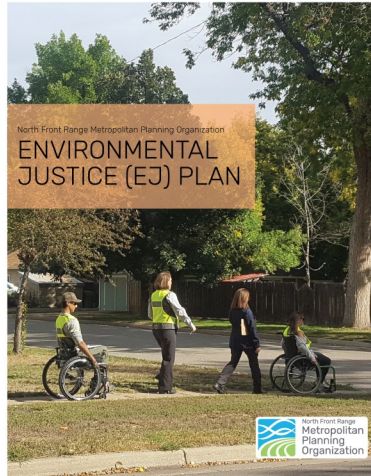
# MOBILITY COORDINATION

SPRING 2020 NEWSLETTER

## **New EJ Plan to guide NFRMPO policy**

The NFRMPO has undertaken a new Environmental Justice (EJ) Plan, which will help guide the NFRMPO's policy to better include low-income and minority residents.

Through the EJ Plan process, NFRMPO staff expects to implement more equity-based principles into its planning process, improve the public outreach program, and ensure marginalized populations can have a stronger representation in the transportation planning process. The EJ Plan is expected to be completed by the end of 2020 and act as a guidance document for local and regional agencies.



## **STC now MAPG**

The Senior Transportation Coalition (STC) has changed its name to the Mobility and Access Priority Group (MAPG), to represent its relationship with the Partnership for Age-Friendly Communities (PAFC). While the STC had operated under the guidance of PAFC, the naming convention caused some confusion. In addition, the new MAPG will also expand its focus to include outreach and education for older adults and individuals with disabilities, tying into the work being done for the One Call/One Click Center project.

## **NADTC grant helps boost Find My Ride**

As part of a pilot project for the Every Ride Counts campaign, the National Aging and Disability Transportation Center purchased ads on various media to promote the Find My Ride tool in Northern Colorado. Throughout the pilot, ads were placed on billboards in Fort Collins, Loveland, and Greeley; movie screens; radio stations, including KUNC; social media, like Facebook and Instagram; and on buses within the region. With this effort, average visits to the Find My Ride Tool increased from around 50 in January 2019 to more than 1,000 in January 2020. NFRMPO staff received about 5 calls and Facebook messages as well.

## **GCI receives new van**

The NFRMPO and the Greeley Center for Independence (GCI) applied for and received funding to purchase a wheelchair-accessible vehicle through the FY2019 Consolidated Capital Call for Projects. The van was awarded FTA \$5310 funds and is an upgraded Dodge Caravan.

The new van was delivered in February 2020, has space for two wheelchairs with an electronic ramp, and will provide more mobility options for GCI's clients throughout Weld County. The new vehicle has already started providing service, opening up new options for Weld County residents in need.



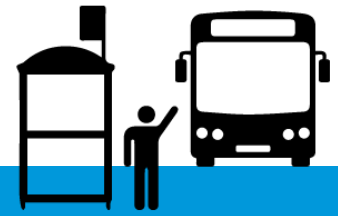
## **Multimodal Options Funds Awarded**

As part of SB18-001 (SB1), the NFRMPO region received more than \$5 Million in Multimodal Options Funds. Eligible projects were expected to focus on improving mobility for older adults, individuals with disabilities, and providing more safe routes to school. Project types include bicycle and pedestrian projects, transit operating and capital projects, and multimodal studies and technology.

Eight communities in Larimer County and Weld County as well as the NFRMPO applied for and received funding. Transfort received funding for an additional compressed natural gas (CNG) as well as funding to do design work for the West Elizabeth Bus Rapid Transit service. The NFRMPO received funding for the One Call/One Click Center and a Premium Transit Analysis. Bicycle and pedestrian projects connected schools and the future Loveland Transit Center to the existing sidewalk and trail network.

# 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 1,130 users have logged onto the online service to find potential service matches since January 1, 2020, 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) 289-8279. The online Rider's Guide is available at [noco.findmyride.info](http://noco.findmyride.info).

### Upcoming Meeting Schedule

April 2020							May 2020							June 2020						
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						1	2		1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30			24	25	26	27	28	29	30	28	29	30				
LCMC Meeting			MAPG Meeting				WCMC Meeting													

### Committee Members

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

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

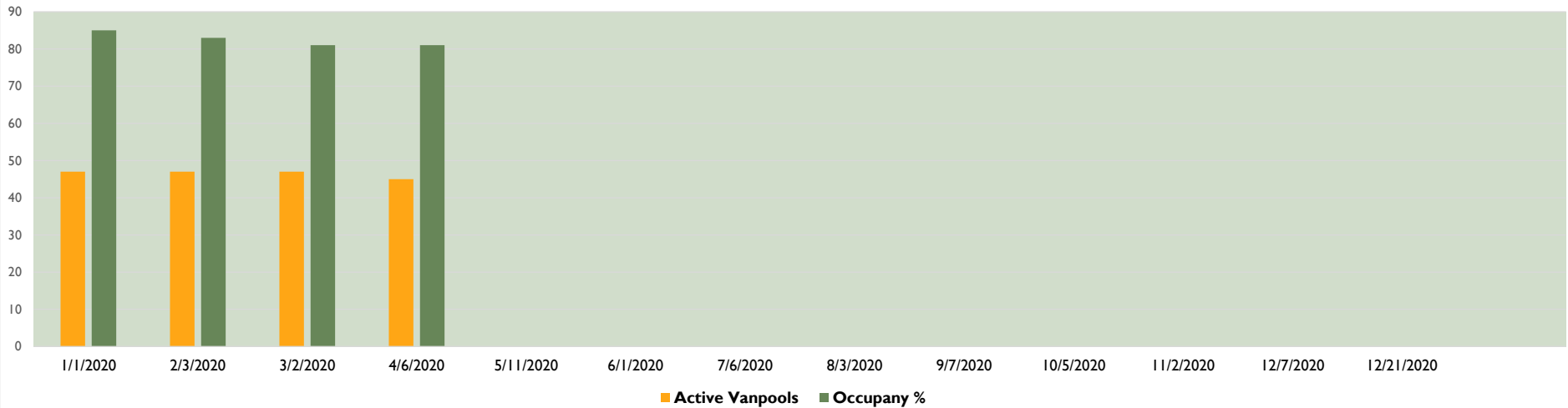
For additional meeting details including agendas, notes & meeting location, visit [nfrmpo.org/mobility](http://nfrmpo.org/mobility).



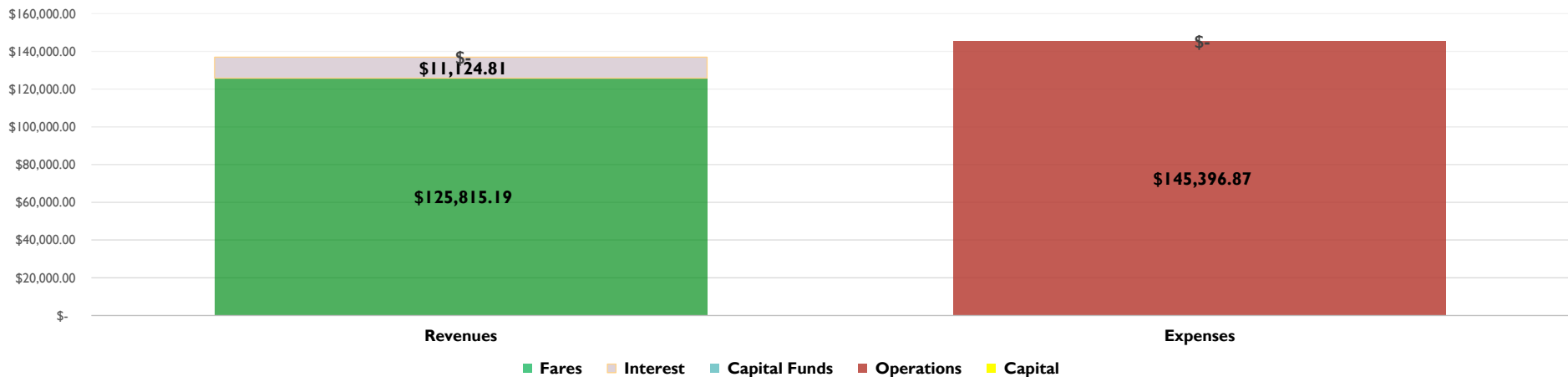
# VanGo Vanpool Program 1st Quarter Stats Year-to-Date



### Active Vanpools & Occupancy Rate

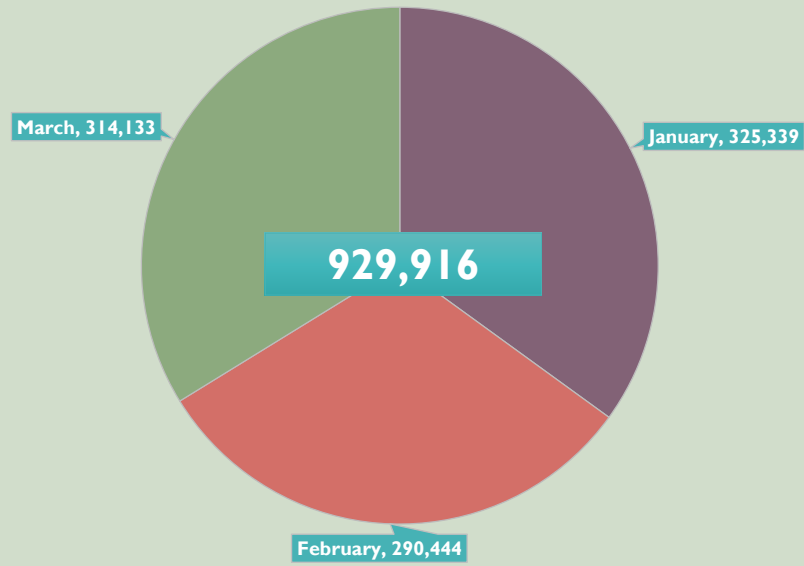


### Revenue/Expenses Year-To Date

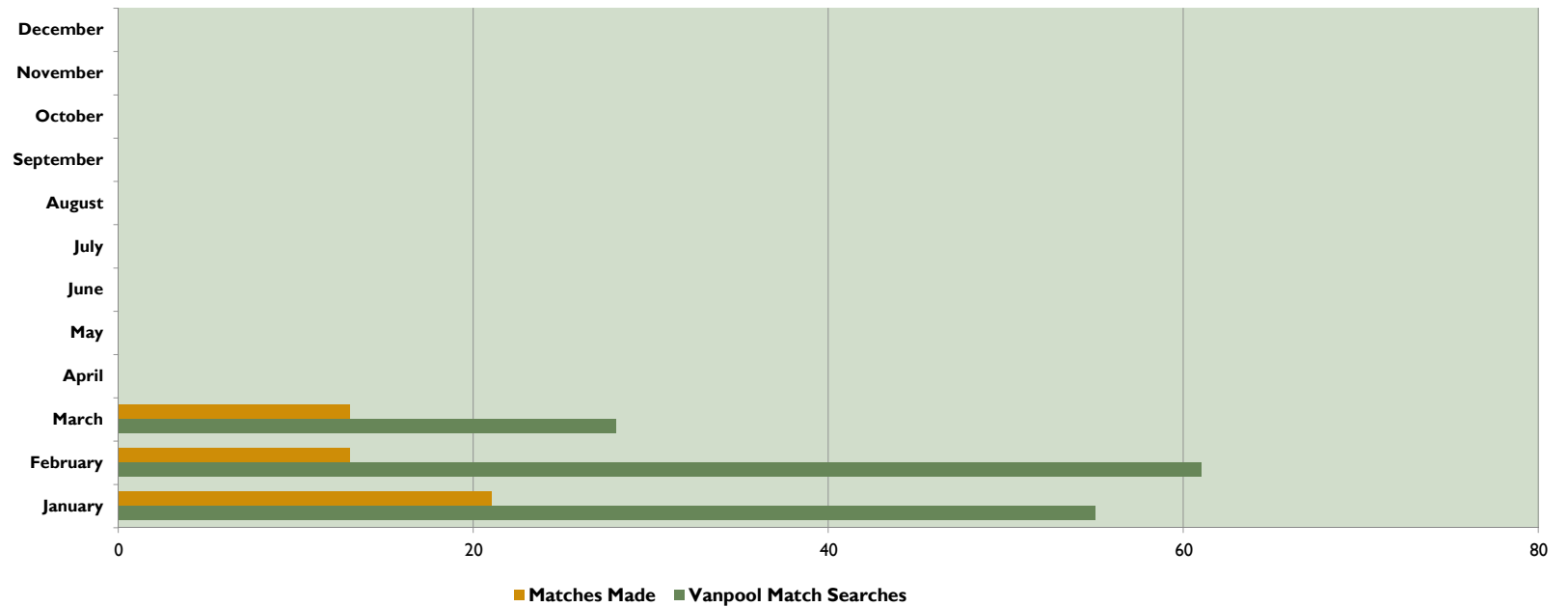


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency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

### Miles Saved-Year to Date:



### Match Search Tracking [www.vangovanpools.org](http://www.vangovanpools.org)





**COLORADO**

Department of Transportation

# NFRMPO Segment 6 Project Update April 2, 2020



# Meeting Agenda

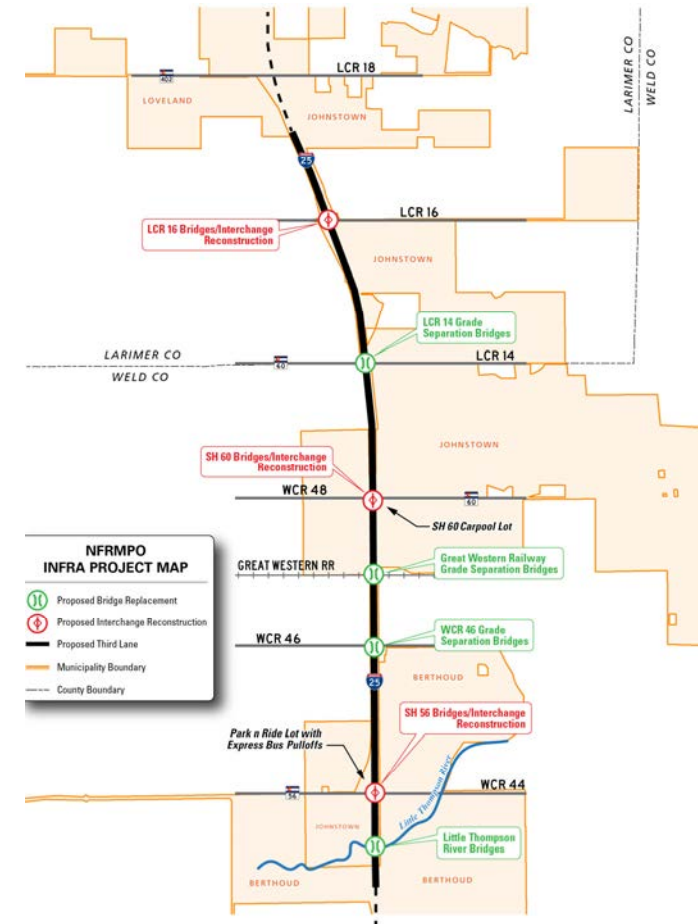
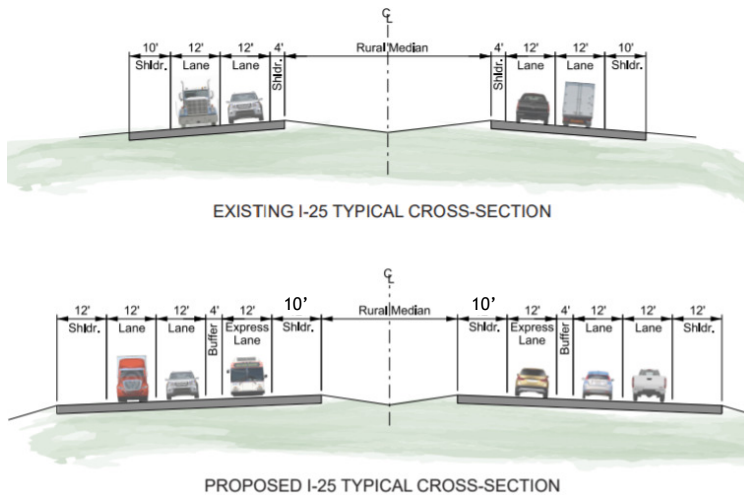
1. Segment 6 Project Update
  - a. Scope
  - b. Schedule/Packaging
  - c. Budget/Funding
2. Local Agency Involvement
3. Frontage Roads and Public Outreach



# I-25 Segment 6 Update SH 56 to SH 402

## Project Scope and Timing

- Widening I-25 from SH 56 to SH 402 to increase safety and add an express lane
  - Fix horizontal and vertical road curvature
  - Constructing 10' inside shoulders, 12' outside shoulders
  - Constructing 12 reconstructed bridges
  - Rehabbing GWRR bridge

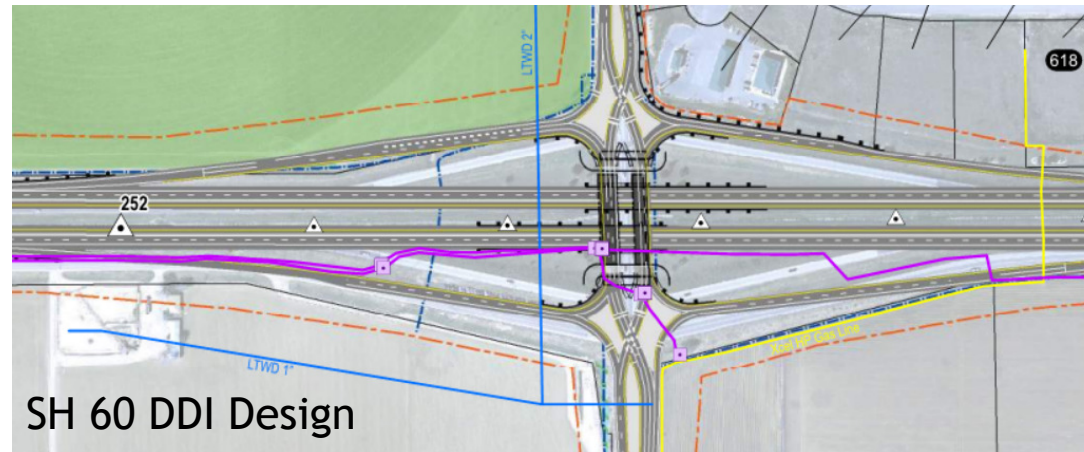
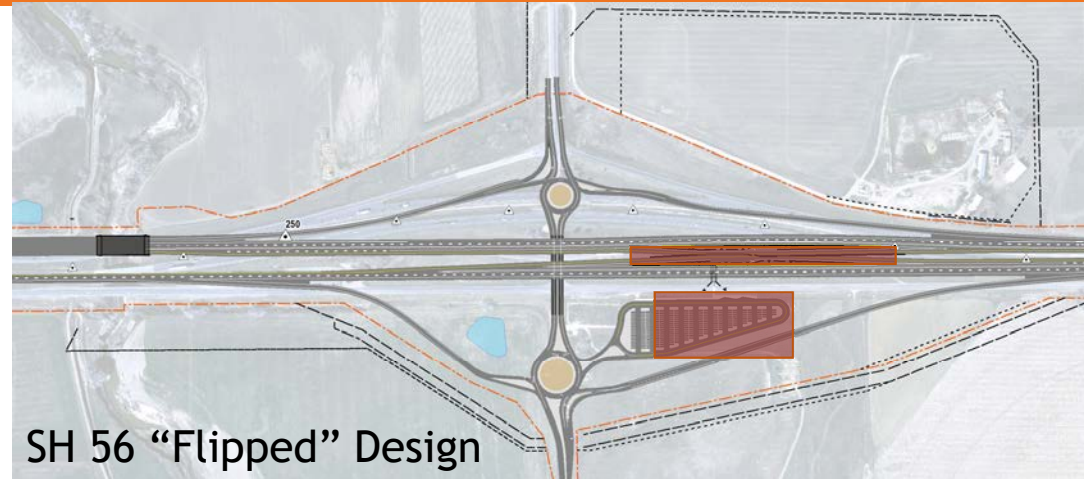




# I-25 Segment 6 Update SH 56 to SH 402

## Project Scope and Timing

- SH 56
  - Most dangerous area on corridor
  - Flipping the interchange (like SH 402 interchange)
  - Smoothing vertical and horizontal curves
  - Build some components of a Park-n-Ride at SH 56 for future transit service
- SH 60
  - Busiest interchange
  - Diverging Diamond Interchange
  - Accommodates directional traffic





# Delivery and Packaging I-25 Segment 6 Update

## Delivery

Construction Manager/General Contractor (CM/GC) Method

- Allows for construction to start while design is ongoing
- Provides scope flexibility based on funding, market conditions, seasonal work, etc.

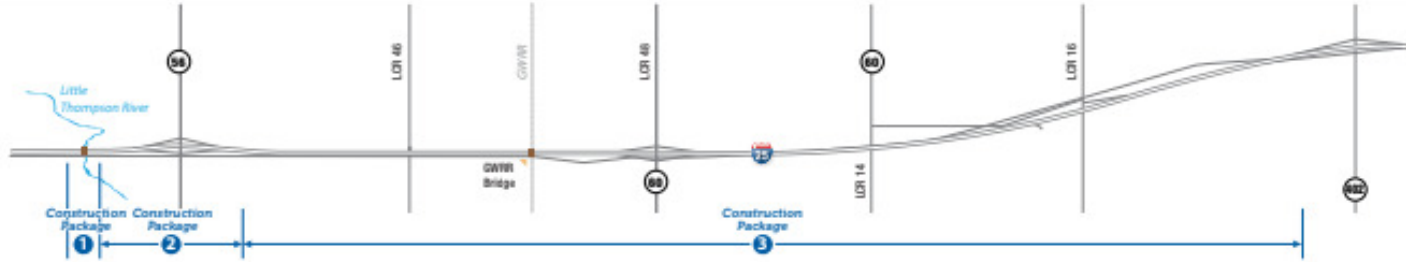
## Construction Packages

- **Construction Package (CP)-0 & CP1 In-Construction (Under Construction)**
  - 42” Waterline Relocation
  - SB Little Thompson Bridge Reconstruction
- **CP1.5 - Notice to Proceed (NTP) June 1, 2020**
  - Grading for SH 56 Interchange
  - Substructure for SH 56 bridges
  - PnR Pedestrian Underpass
- **CP 4 Structure and Utility Package - NTP Aug. 2020**
  - All bridge structures
  - Critical and Seasonal Utility relocations
  - Some Walls
  - Good Winter Work
- **CP2/3 - NTP in Q4 2020**
  - Remaining project scope
  - Leverage economy of scale
  - Paving is in one package



**EXPRESS LANES I-25 NORTH**  
 Berthoud – Johnstown

# Schedule



2018	2019				2020				2021				2022				2023			
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>CONSTRUCTION PACKAGE #0 - WATER LINE MATERIAL PROCUREMENT</b>																				
		MATERIAL PROCUREMENT																		
<b>CONSTRUCTION PACKAGE #1 - SOUTHBOUND LITTLE THOMPSON RIVER BRIDGE (60% DESIGN)</b>																				
	DESIGN																			
		CONSTRUCTION																		
	ROW																			
<b>CONSTRUCTION PACKAGE #1.5 - PREP PACKAGE FOR SH 56 INTERCHANGE</b>																				
			DESIGN																	
				CONSTRUCTION																
<b>CONSTRUCTION PACKAGE #4 - STRUCTURES AND UTILITIES</b>																				
				DESIGN																
					CONSTRUCTION															
<b>CONSTRUCTION PACKAGE #2 AND #3 - SH 56 INTERCHANGE AND MAINLINE I-25 FROM SH 56 TO SH 402</b>																				
	DESIGN																			
		CONSTRUCTION																		
	ROW																			
																			LANE TESTING	
																				FINAL TOLL TESTING

March 16, 2020

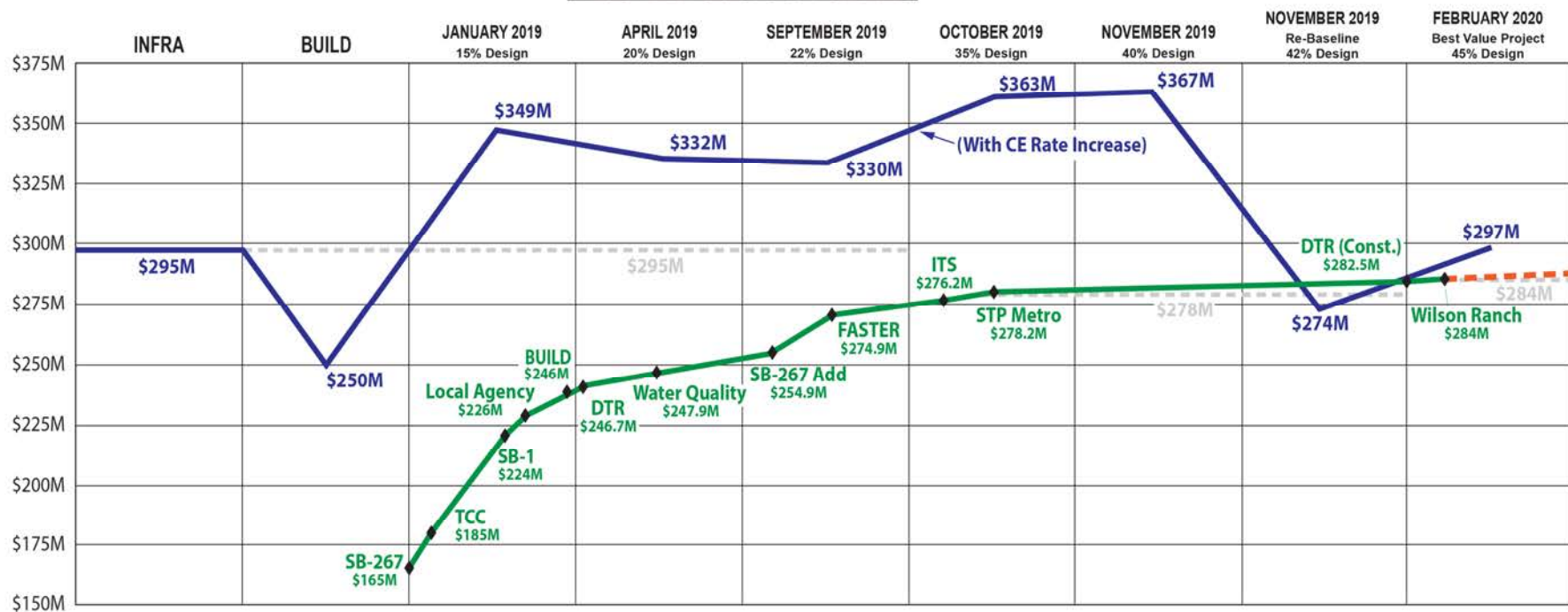
- Current Plan





# Program Funding and Cost Evolution

**PROGRAM COSTS & FUNDING**



**FUNDING PURSUITS**

Type	Amount
Smart Work Zone	\$1M
Wilson Ranch (Best Value DTR)	\$1.5M
HPTE TnR	\$ ?
Other	\$ ?
<b>TOTAL</b>	<b>\$2.5M+</b>

**SECURED FUNDING**

Type	Amount
SB-267	\$165M
TCC	\$20M
SB-1	\$39M
Local Agency	\$2M
BUILD	\$20M
DTR (Design)	\$0.7M
Water Quality	\$1.2M
SB-267 Add	\$7M
FASTER	\$20M
ITS	\$1.3M
STP Metro	\$2M
DTR (Const.)	\$4.3M
Wilson Ranch	\$1.5M
<b>TOTAL</b>	<b>\$284M</b>



# Local Agency Outreach

Local Agency/Metro District	Primary Coordination Contact	Contribution
Berthoud	<ul style="list-style-type: none"> <li>•Chris Kirk</li> <li>•Stephanie Brothers</li> </ul>	\$250,000
Greeley	NA	\$500,000
Johnstown	<ul style="list-style-type: none"> <li>•Matt LeCerf</li> <li>•Kim Meyer</li> <li>•Marco Carani</li> </ul>	~\$400,000 donated ROW
Larimer County	<ul style="list-style-type: none"> <li>•Mark Peterson</li> <li>•Rusty McDaniel</li> </ul>	
Loveland	<ul style="list-style-type: none"> <li>•Dave Klockeman</li> </ul>	
Mead	<ul style="list-style-type: none"> <li>•Helen Migchelbrink</li> <li>•Erika Rasmussen</li> </ul>	\$250,000
Weld County	<ul style="list-style-type: none"> <li>•Elizabeth Relford</li> <li>•Don Dunker</li> </ul>	\$1,000,000
Wilson Ranch	<ul style="list-style-type: none"> <li>•Bob Eck</li> </ul>	~\$1,500,000 (possibly \$1,500,000 more)



## Local Agency Outreach MOU Process

- CDOT has met with each Local Agency throughout the preliminary design phase to discuss relevant project details including:
  - Bridge spans
  - Interchange/bridge aesthetics
  - Master plan considerations (transportation master plans, trails plans, bicycle corridor maps, etc)
  - Frontage Road/IPA
  - Permits
  - Maintenance responsibilities
- Draft memos have been drafted to document these discussions
- Should any Local Agency request work above and beyond the scope of CDOT's project, an IGA will be developed to document the appropriate scope and transfer of funds

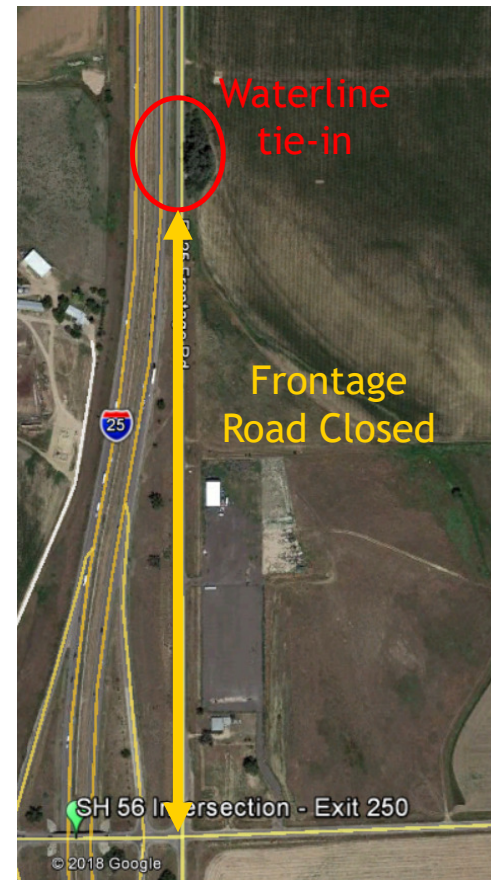


# Frontage Road Closure Timing

## General Info:

- Weld, Larimer, and Johnstown master plans showed a parallel route ½ mile to east of I-25
  - High plains blvd, LCR 3, WCR 9.5
  - IPA Technical Advisory Group has identified layout and preliminary design
- Frontage Road between SH 56/WCR 44 and WCR 46 was closed Jan. 6
- Phased closure between SH 60A/LCR 14 and the Valley Road Underpass (south of the Little Thompson Bridges)
- Frontage road will remain open north of LCR 14 due to number and configuration of business accesses
- Access will be maintained to utility owners, property owners, ditch riders, etc.

### January 6<sup>th</sup> Closure



### Phased Closures





## Public Outreach

- CIG is managing public information from corridor perspective (Segments 5&6 and 7&8)
- Held a public meeting in August 2019
- Canvased highly affected houses
- Coordinating and outreaching with media
- Coordinating quarterly media rides
- Posting information on website (updated weekly)
  - Visit <https://www.codot.gov/projects/north-i-25/johnstown-to-fort-collins> and fill out contact information to “Sign Up For Project Emails”
- Will continue to message at future public meetings with relevant construction packages



## Agenda

### Presentation “It’s a wrap!”

- Project overview
  - ✓ Purpose & Needs
  - ✓ Existing interchange deficiencies
  - ✓ Project goals
  - ✓ Design challenges
  - ✓ Screening process
  - ✓ Concepts developed
  - ✓ Phased Implementation Option
- Preferred Alternative Renderings

### Next Steps Questions

# Project Overview

## Purpose & Need

### Purpose

- Provide long-term mobility for vehicular travel through the US 34/US 85 interchange.

### Needs

- Configure the US 34 and US 85 interchange to more efficiently provide for the current and forecasted volume of traffic movements through the interchange.
- Address facility deficiencies at the US34 and US85 interchange.



US34 / US85 Interchange Reconfiguration

# Project Overview

## Existing Interchange Deficiencies



US34 / US85 Interchange Reconfiguration

## Project Overview

### Project Goals

- Make the interchange easier to use and understand
- Increase Safety/Improve Geometry
- Achieve Affordable Concept/Consider Maintenance Life Cycle Costs
- Improve US 34/US 85 through movements
- Provide Connectivity
- Improve infrastructure
- Provide packaged improvements for phased implementation
- Minimize Impacts



US34 / US85 Interchange Reconfiguration

## Project Overview

### Design Challenges

- Close proximity of intersection/interchanges
- Railroad crossing
- Traffic volumes – “Beltway” Highest
  - Next slides look at Truck Volumes Example



US34 / US85 Interchange Reconfiguration



# Project Overview - Truck Volume Example

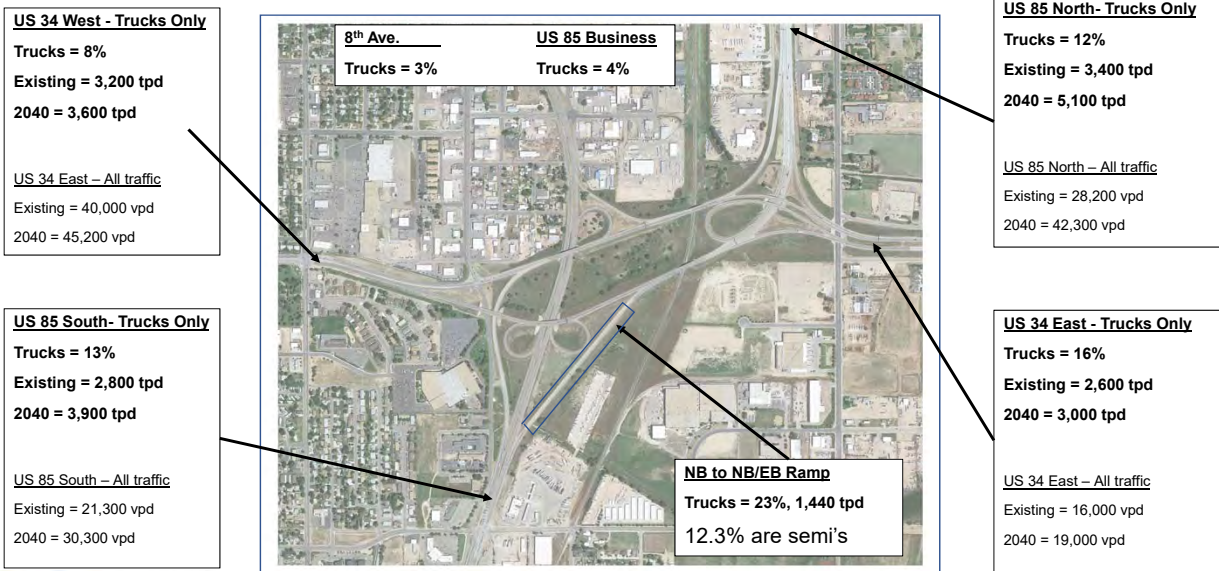
## Background Information on Truck Counts

- Counts from March, 2017, key mainline and ramp locations counted
- Truck percentage includes Box Trucks (UPS, etc.), buses, up to normal "Semi's"
  - Generally about 50/50 small trucks / large trucks at this location
- Trucks on smaller roads (8<sup>th</sup>, 85 Business) at expected levels (3% - 4%)
- Comparative other locations
  - I-25 at WY Border = 14% - 15%
  - I-25 north of 470 = 8% - 9%
  - I-76 east of Brush = 19% - 20%
  - I-70 east of 470 = 19% - 20%
  - % of semi's at above location is 70% - 80%
    - The more remote the location, the higher the % of Semi's



US34 / US85 Interchange Reconfiguration

# Project Overview - Truck Volume Example



US34 / US85 Interchange Reconfiguration

# Project Overview

## Screening Process – Level 1 Screening

- Results
  - 38 interchange concepts evaluated
  - Screened down to 14 (with an additional 7 variations)

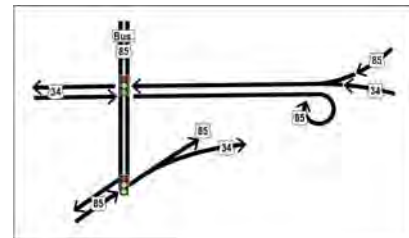


US34 / US85 Interchange Reconfiguration

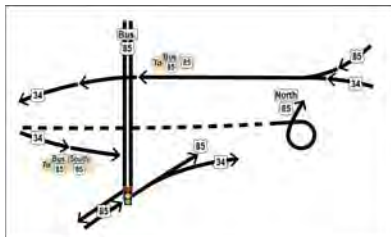
# Project Overview

## Screening Process – Level 2 Screening

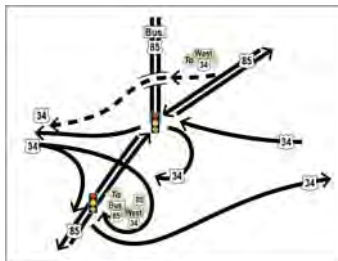
- Results
  - 14 interchange concepts evaluated
  - Screened down to 4



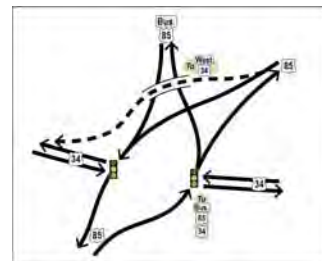
Concept 7c



Concept 9b



Concept 27



Concept 29



US34 / US85 Interchange Reconfiguration

## Project Overview

### Screening Process – Level 3 Screening

- Results
  - Final 4 Level 2 concepts further refined through Stakeholder and TWG input
  - Preferred Alternative determined



US34 / US85 Interchange Reconfiguration

## Rendering - Existing



## Rendering - Preferred Alternative



## Rendering - Existing



## Rendering - Preferred Alternative



## Rendering - Existing



## Rendering - Preferred Alternative



## Project Overview

### Next Step: A DRAFT Phased Approach to Implementation

- Starting with signing/striping and Bridges AO, BH, AP & AV
- We are in the process of revising/refining this phased in terms of the next expected failure re: Bridges AO, BH, AP & AV
- The Phasing Approach will always be “living/changing” as funding is available and infrastructure needs/failure arise.

# Project Overview

- Phase 1 = \$4M (signing & striping, program cost)



US34 / US85 Interchange Reconfiguration

# Project Overview

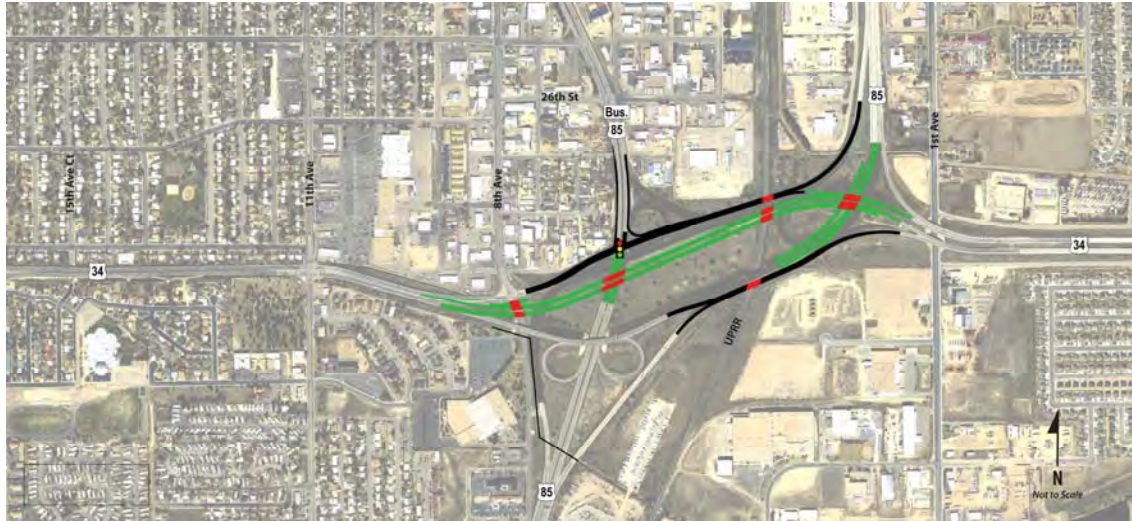
- Phase 2 = \$29M (poor bridges, program cost)



US34 / US85 Interchange Reconfiguration

# Project Overview

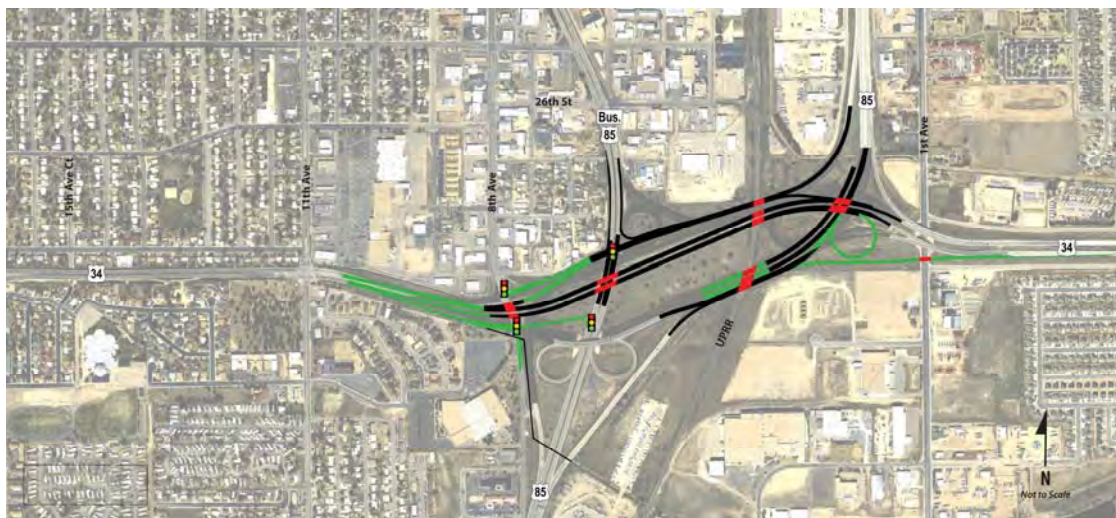
- Phase 3 = \$56M (program cost)



US34 / US85 Interchange Reconfiguration

# Project Overview

- Phase 4 = \$38M (program cost)

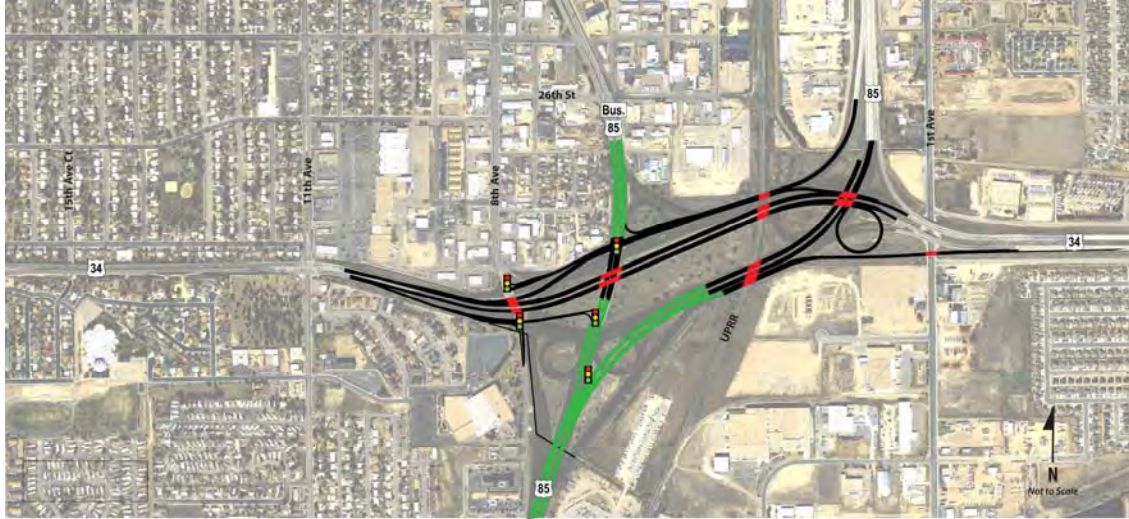


US34 / US85 Interchange Reconfiguration



# Project Overview

- Phase 5 = \$22M (program cost)



US34 / US85 Interchange Reconfiguration

# Project Overview

- Phase 6 = \$21M (program cost)



US34 / US85 Interchange Reconfiguration

## Next Steps

### Summary of Costs by Phase

- Phase 1 - \$ 4M
- Phase 2 - \$ 29M
- Phase 3 - \$ 56M
- Phase 4 - \$ 38M
- Phase 5 - \$ 22M
- Phase 6 - \$ 21M
  
- Total - \$170M



US34 / US85 Interchange Reconfiguration

## Next Steps

- Finalize phase 1 signing and striping design
- Pursue phase 1 construction funding
- Planning and pursuit of funding for design and construction of later phases



US34 / US85 Interchange Reconfiguration

# Questions?



US34 / US85 Interchange Reconfiguration

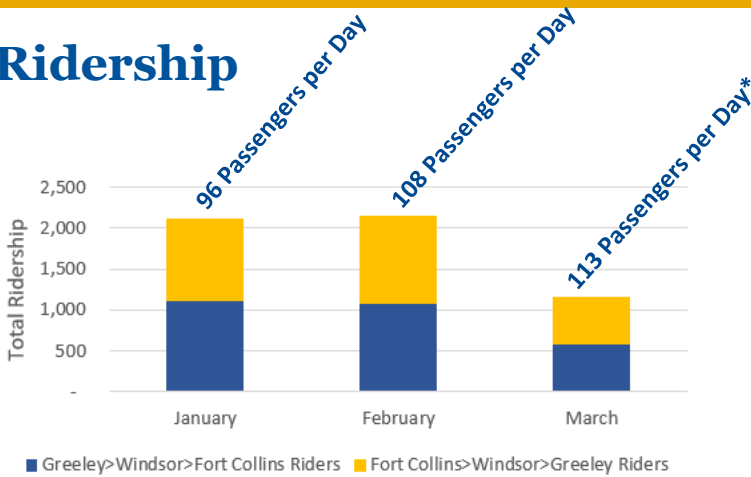


# REGIONAL BUS ROUTE



## GREELEY — WINDSOR — FORT COLLINS

### Ridership



**\*First Week of March Riders per**

**Trip/Revenue Hour: 5.27**

By year three of operation the goal is to reach 15 riders per trip/revenue hour (Goal has been set based off like services in the region). March total ridership significantly impacted by COVID-19 with service being suspended on March 25th.

### Rider Feedback

"Nice to finally have transit from Windsor to CSU!"

"The perfect option for my commute."

"I like being able to do my homework."

"I love the convenience and it works perfect for my work schedule."

"Great service, love being able to travel between Greeley and Fort Collins for work. I hope it stays for good."

"Wonderful! This is the best way to get to school by far!"

"I really appreciate the bus, which gets me to UNC easily. The bus is always on time!"

"Wonderful clean updated new bus. On time with fantastic driver."

Avg. Customer Rating

**4.78**

★★★★★

# CDOT Region 4 Update

R4 Transportation Director Heather Paddock

April 2, 2020

- **COVID-19 Update-** Most of our office staff, who can, are working from home and Maintenance is about to go on staggered shifts to maintain social distance as much as possible.

CDOT at this time is working to maintain the pre-construction and construction schedules as identified for CY20. We did see at the statewide level a small delay in advertisements, we paused just to see what was going on with the market, however we are back on track. This will be the plan barring something else we can't predict or giving direction to stop the advertisement of this work. The key will be how well contractors comply with executive orders and how it relates to social distancing.

Construction has been identified as essential work. CDOT has two meetings a week with Colorado Contractor's Association (CCA) to ensure they are taking the necessary steps to ensure social distancing and public safety is top of mind. CDOT has updated their Safety Plan specification to require contractors to include how they will comply with social distancing on their construction projects. Examples include, if they are doing finished concrete work and can't maintain 6' of distance, they should either postpone the work or they should wear PPE (masks) so they can work in closer proximity. Construction trailers have been locked down and only 1-2 people have access, all other paperwork should either be done from their work vehicles or at home.

\*Silver lining - with reduced volumes we are trying to accelerate work if possible and/or shift some nighttime work to daytime work for increased safety and productivity.

- **Statewide Transportation Plan** - The Transportation Commission approved the 10-year Pipeline of projects that the NFR MPO worked hard to craft. The statewide plan draft is out for public comment and it is targeted to wrap this up in June as planned. This document incorporates all 15 Transportation Planning Region plans into one overarching plan. CDOT R4 will be using this list to guide which projects we advance for design.
- **Transportation Funding** – Obviously with the stay-at-home order results in reduce travel and reduce collection of gas tax revenue, as well as sale tax revenue. Do not know at this time what impact may or may not be but I can imagine this may have an impact on general fund transfers which include year's 3 & 4 SB267, therefore the funding for these years are not a guarantee.
- **I25 Construction** – Segment 6, 7, & 8 Construction is continuing, and we have seen minor impacts/delays to construction schedule due to COVID. Strong social distancing is being enforced and this too may cause minor delays. Bridges south of US34 & Big Thompson River structures have detours and closures.
- **I25 Cable Rail project** north of Wellington will start sometime this spring and wrap up by end of summer. This safety project is in response to the numerous crossover accidents over the years between Wellington and the State Line.

## North Front Range MPO Area - Project Status Updates (April 2020)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14 Safety work west of Ted's Place	<i>In design</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway. Several closures and lane shifts happening for bridge and culvert work</i>
Wellington to WYO Cable Rail	<i>Construction starts March 2020</i>
Vine Drive Bridge	<i>Construction is wrapping up</i>
Segment 6 (SH56 to SH402)	<i>Construction is underway</i>
<b>US34</b>	
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>SH257</b>	
Windsor Resurfacing	<i>In design</i>
Signals at US34	<i>In design</i>
<b>US287</b>	
Foothills Parkway Intersection	<i>Construction starts March 2020</i>
Owl Canyon Rd Feasibility Study	<i>Wrapping up</i>



## **STAC Summary – March 13, 2020**

- 1) **Welcome & Introductions – Vince Rogalski, STAC Chair**
  - a) February STAC minutes approved without amendment or correction.
- 2) **CDOT Update and Current Events- Herman Stockinger, CDOT Deputy Director**

Presentation:

  - a) TC approved two of the three funding program distributions that staff presented. TC voted down the proposed RPP distribution formula on a 6 to 5 vote, so the current RPP formula remains active until further action is taken. TC may bring it back for a decision in April, but the TC Chair decided it would not be discussed this month to allow time to understand and address any conflicts. The two approved funding program distributions were for the FASTER Safety and Congestion Mitigation and Air Quality programs.
  - b) COVID-19: All directives are coming from the Governor. So far, all out of state travel has been suspended, and the Governor is urging any large gatherings to be rescheduled or suspended out of an abundance of caution.
  - c) STAC Discussion: In response to more detailed questions about why the RPP formula failed, staff urged STAC to contact Commissioners directly to better understand their concerns with the RPP formula. The TC representative, Vince Rogalski indicated that most of the debate revolved around the issue of how much weight should be given to VMT versus population.
- 3) **Transportation Commission Report – Vince Rogalski, STAC Chair**
  - a) Transportation Commission:
    - i) CASTA: We had a really good presentation on how CASTA functions, and what needs to be done for transit.
    - ii) Automation: A researcher presented on the latest in automated vehicles, and what challenges need to be overcome for full deployment. He estimates full conversion to automated vehicles would not be possible for another 20-30 years at least.
    - iii) Whole System, Whole Safety: Discussion over the viability of working towards zero deaths, and looking at the lessons that can be learned from countries such as Norway, where the zero deaths goal appears to be within reach for some cities.
    - iv) FY20-21 Budget: The new budget format was presented and will be voted on next month.
    - v) 10 year pipeline and Statewide Plan: TC gave mostly positive feedback on the 10 year pipeline of projects.
    - vi) CMAQ: TC approved the proposal for the statewide portion of the CMAQ funds to be used for electric charging.
- 4) **Federal and State Legislative Report- Herman Stockinger & Andy Karsian, CDOT, OPGR**
  - a) Federal: There is a good chance that the following dates will get pushed back given the current COVID-19 disruption:
    - (1) Reauthorization: Peter DeFazio said he would put out the reauthorization bill in March and that it would be ready to be taken up by committee in April.
    - (2) Funding Bill: House Ways and Means Committee Chairman Neal said that the funding bill is pending guidance from the White house, so we can expect to see a continuing resolution at least through the election season. Although, agreement is unlikely we can at least see the policy initiatives coming out of the bill, and give feedback accordingly.
    - (3) Stimulus: They are discussing two sets of measures, one with immediate relief such as providing free testing for the virus, and a long-term stimulus that will include infrastructure spending.
    - (4) AASHTO: There was considerable discussion about the national importance of I70 for economic growth, and a lot of discussion about opening up rest areas to P3s, which seems to have a lot of support



- b) State:
    - i) HB20-1151 has passed to Appropriations where it will likely sit for some time. HB20-1151 seeks to fund transportation by giving MPOs the taxing authority of RTAs.
    - ii) SB20-151 was passed in the Transportation and Energy Committee, and is heading to the Judiciary Committee where there are still a lot of questions around the legal language. Seeks to amend the Regional Transportation Act to increase transparency in governance and decision making.
    - iii) Legislature status: There is discussion of suspending the session for 14 days in light of COVID-19 and the dangers it presents to public health, but the Judiciary still needs to work out constitutional issues that prohibit any breaks in the middle of a legislative session.
  - c) STAC Discussion: STAC representative, Norm Steen expressed opposition to HB20-1151 on the grounds that it would create funding streams that would further carve up the state into a patchwork transportation system interfering with the cohesive planning and coordination required to address statewide needs.
- 5) **FY2020-21 Final Annual Budget (Informational Update)-Jeffrey Sudmeier, Chief Financial Officer**
- a) Presentation: We will bring the final budget to TC next month to meet the Office of State Budget's deadline, and for the Governor's signature by June 30, 2020. The new condensed format aims for greater transparency, efficiency, and legibility.
  - b) STAC Discussion: In response to a STAC member's question regarding the status of the Central 70 bridge fund, staff indicated that the Central 70 bridge money remains below 50% of Bridge Enterprise's budget in accordance with the project commitments. In response to a question about staff vacancies, staff indicated that all positions were budgeted for with a cost of living adjustment, but no overtime.
- 6) **Statewide Plan Update (Informational Update/Discussion Item)- Rebecca White, DTD**
- a) Presentation: The draft of the Statewide Plan seeks to tell the state's transportation story through the 10 year pipeline of projects. To tell the story the plan breaks the pipeline achievements into various buckets, and delineates between the funded and unfunded projects to show what the plan aims to deliver, and what additional funding is needed to deliver the unfunded portion.
  - b) STAC Discussion: A STAC representative expressed concern that calling out rural roads as an independent category may inadvertently convey that rural roads are exclusively a rural concern when studies show that urban drivers contribute to a large portion of the VMT on rural roads. Staff indicated they would incorporate that data to better convey the importance of rural roads to the system as a whole. STAC representatives reiterated the importance that the plan communicate that the needs far surpass what is included in the 10 year pipeline. Staff responded that this message would be conveyed clearly in the statewide portion of the plan.
- 7) **STAC Bylaws (Informational Update)- Rebecca White, DTD**
- a) Presentation: The bylaws have not been reviewed for several years. Staff is proposing that a STAC subcommittee convene to review and suggest amendments to the STAC Bylaws where appropriate.
  - b) STAC Discussion: Several STAC representatives volunteered to join the subcommittee, and a STAC representative pointed out revisions that are needed to Article 3, Section 3, which incorrectly lists tribal members as non-voting members.
- 8) **Other Business-Vince Rogalski, STAC Chair**
- c) Next STAC meeting will be April 10, 2020.
- 9) **Adjourn**