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 Kathy Gilliland
 Transportation Commission

MPO Staff

Suzette Mallette
 Interim Executive Director
 Becky Karasko
 Regional Transportation Planning
 Director
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance Director

Next Council Meeting
March 1, 2018
Larimer County Offices Bldg.
Carter Lake/Boyd Rooms
200 W. Oak Street
Fort Collins, CO

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
MEETING AGENDA
February 1, 2018

Weld County Admin. Bldg.
1150 O Street
Greeley, CO

Council Dinner 5:30 p.m.

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

Pledge of Allegiance

2-Minute Public Comment (accepted on items not on the Agenda)

Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-January 4, 2018 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division (APCD) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---|------------------|-------|
| 4. Report of the Chair | Tom Donnelly | 5 min |
| 5. TAC (Pg. 12) | (Written Report) | |
| 6. Quarterly TIP Modification Update (Pg. 13) | (Written Report) | |

CONSENT ITEMS:

- | | |
|--|--------------|
| 7. January 2018 TIP Amendment (Pg. 18) | Medora Kealy |
| 8. 2014-18 NFRMPO Targets for Safety Performance Measures (Pg. 22) | Medora Kealy |

ACTION ITEM:

- | | | |
|--|-----------|--------|
| 9. NoCo Bike & Ped TA Funding Recommendations (Pg. 26) | Tom Jones | 10 min |
|--|-----------|--------|

PRESENTATIONS:

- | | | |
|--------------------------------------|--------------|--------|
| 10. North I-25 Express Lanes Project | Rees/Paddock | 30 min |
| 11. US 34 PEL | Chad Hall | 20 min |

DISCUSSION ITEMS:

- | | | |
|---|--------------------|--------|
| 12. NoCo Bike and Ped Letter to CDOT (Pg. 27) | Marilyn Hilgenberg | 20 min |
|---|--------------------|--------|

COUNCIL REPORTS:

15 min

- | | |
|--|---------------------------------|
| Transportation Commission/ CDOT Region 4 I-25 Update | Gilliland/Olson |
| STAC/TC Memo-Potential 2018 Ballot Question (Pg. 33) | Horak/Mallette |
| Host Council Member Report | (Written Report)
Julie Cozad |

MEETING WRAP-UP:

5 min

- Next Month's Agenda Topic Suggestions

EXECUTIVE SESSION:

The Council's agenda will include an Executive Session pursuant to: (1) C.R.S. § 24-6-402(4)(e)(I) to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators, and (2) C.R.S. § 24-6-402(4)(b) to seek the advice of the Council's attorney on said matters.

60 min

ACTION ITEMS:

- | | | |
|------------------------------|--------------|-------|
| 13. Executive Session Action | Tom Donnelly | 5 min |
|------------------------------|--------------|-------|



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

GLOSSARY (cont'd)

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

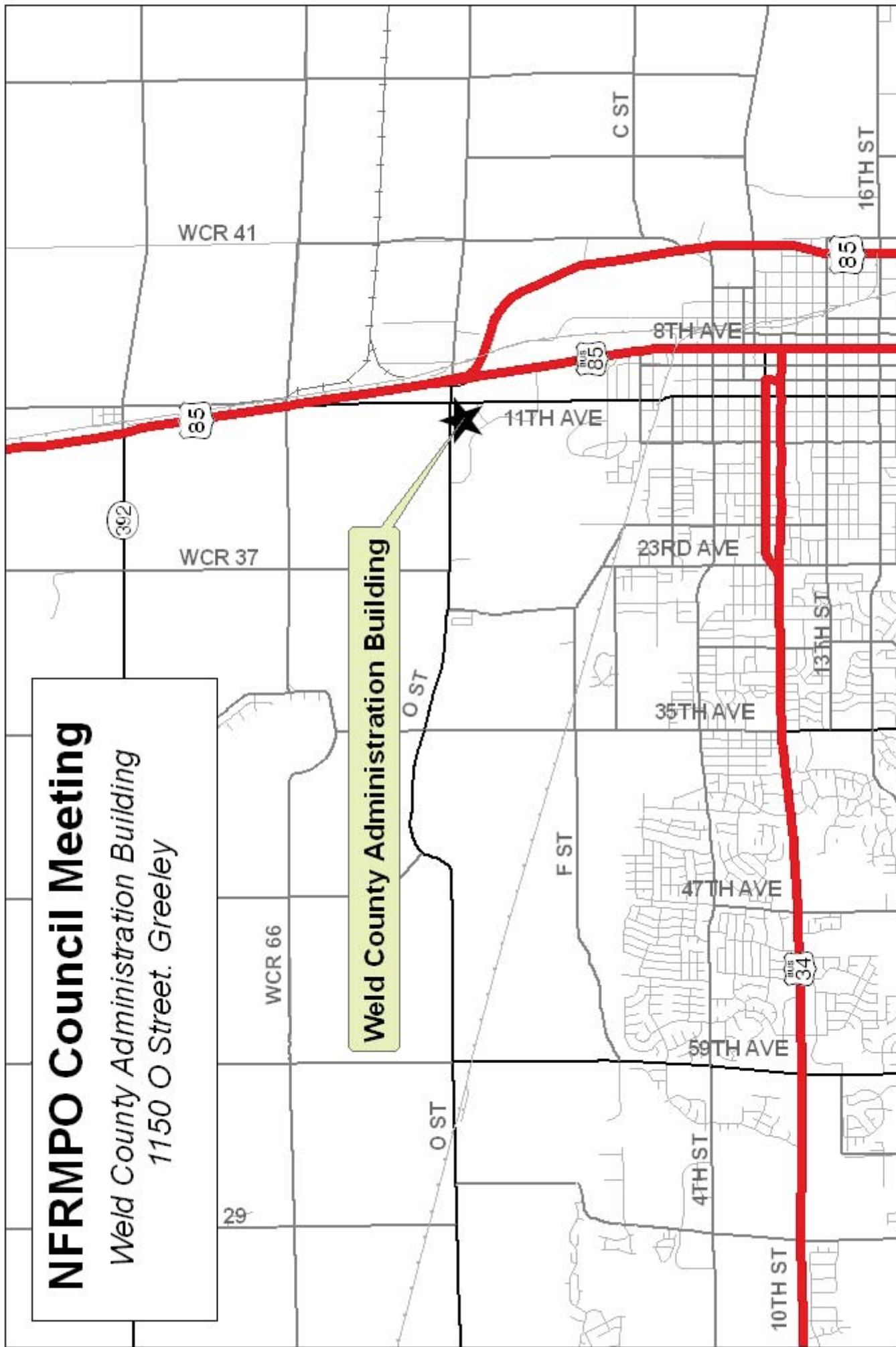
GLOSSARY (cont'd)

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

NFRMPO Council Meeting

Weld County Administration Building
1150 O Street, Greeley

Weld County Administration Building



0.95 0.475 0 0.95 Miles



3:34pm 10 - 11/2012 - NFRMPO Council Meeting Map, etc. Map Date: 10/11/2012
Report by: JHed
Case No. Date: 1/24/2012



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

**January 4, 2018
Berthoud Community Center
807 Mountain Avenue
Berthoud, CO**

Voting Members Present:

Tom Donnelly - Chair -Larimer County
Jennifer Baker -Berthoud
Kevin Ross -Eaton
Mark Clark -Evans
Robb Casseday -Greeley
Troy Mellon -Johnstown
Paula Cochran -LaSalle
Dave Clark -Loveland
Linda Measner -Milliken
Don Brookshire -Severance
Aaron Pearson -Timnath
Kathy Gilliland -Transportation Commission
Sean Conway -Weld County
Kristie Melendez -Windsor

Voting Members Absent:

Chris Colclasure - CDPHE
Gerry Horak -Fort Collins

*No appointed member -Garden City

MPO Staff:

Suzette Mallette, Interim Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Alex Gordon, Transportation Planner II/Mobility Coordinator; Medora Kealy and Ryan Dusil, Transportation Planners.

In Attendance:

Dawn Anderson, Jeff Bailey, Darin Barrett, Ken Bennett, Stephanie Brothers, Julie Cozad, Bruce Croissant, Walt Elish, Ruth Fletcher-Carter, Wayne Howard, Mark Jackson, Tom Jones, Will Jones, Will Karspeck, Dave Klockeman, Mitch Nelson, Heather Paddock, Mark Peterson, Kim Redd, Julia Rentsch, Jed Scott, and Fred Starr.

Chair Donnelly called the MPO Council meeting to order at 6:03 p.m.

PUBLIC COMMENT:

Darin Barrett, Loveland resident, informed the Council the Perkins Restaurant on Crossroads Boulevard had closed and they would want to find a new location for the January 5th I-25 Funding Committee meeting. Donnelly thanked Barrett for the information.

APPROVAL OF THE MEETING AGENDA:

*ROSS **MOVED** TO APPROVE THE JANUARY 4, 2018 MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

APPROVAL OF THE MINUTES:

*CONWAY **MOVED** TO APPROVE THE NOVEMBER 27, 2017 MEETING MINUTES. The motion was **seconded** and **passed** unanimously.*

Donnelly noted a motion at the December 7, 2017 meeting had been misread and the correction was noted in the meeting minutes. For clarification Gilliland restated the motion as follows:

*GILLILAND **MOVED** TO APPROVE RESOLUTION NO. 2017-22 APPROVING THE SECOND AMENDMENT TO THE FY2018 UNIFIED PLANNING WORK PROGRAM (UPWP) AND BUDGET WHICH WAS PREVIOUSLY APPROVED INCORRECTLY AS RESOLUTION 2017-22. The motion was **seconded** and **passed** unanimously.*

*CONWAY **MOVED** TO APPROVE THE DECEMBER 7, 2017 MEETING MINUTES. The motion was **seconded** and **passed** unanimously.*

Lead Planning Agency for Air Quality Agenda

Chair Donnelly opened the Air Quality portion of the meeting.

Regional Air Quality Council (RAQC)

A written report was provided.

Air Pollution Control Division

There was no report.

Metropolitan Planning Organization (MPO) Agenda

Chair Donnelly opened the MPO portion of the meeting.

REPORTS:

Report of the Chair:

Chair Donnelly reported Commissioner Sean Conway would become the alternate for Weld County and Julie Cozad the Council representative and noted Conway's desire to remain the STAC representative. The Council agreed to allow Conway to continue to represent STAC along with Becky Karasko, who would provide written reports to the Council. Conway thanked the Council for his appointment committing to serve the Council well and provide any requested information. Donnelly reported Kristie Melendez, MPO Vice Chair would become the Finance Committee Chair and Committee members will be Jennifer Baker, Dave Clark, and Paula Cochran.

TAC:

A written report was provided.

Mobility:

A written report was provided.

DISCUSSION ITEMS:

NoCo Bike & Ped Transportation Alternatives (TA) Funding

Tom Jones, Great Western Trail Authority (GWTA) Chairman, briefly reviewed information from the NoCo Bike & Ped Collaborative TA Funding Recommendation Memo and Chronology of the Great Western Trail and The Great Western Trail- Project Cost Estimate for seven Miles of Trail from Severance to Eaton documents with the Council. He stated he was looking for the proper process, acceptance and/or recommendation from the Council needed to acquire the \$415,000 of returned 2015 TAP funds which would allow completion of the seven mile gap between Severance and Eaton. He confirmed GWTA had the necessary matching funds for the grant in their 2018 budget. Conway questioned whether they would have enough money to complete the trail and whether TAC would review the funding before Council was asked to take action. Jones replied there still may not be

enough funds to fully complete the trail but the design and engineering are potentially covered for the entire seven miles. He believed there may be areas where they could cut some costs, but currently they were approximately \$400k short, and would know more when bids are received in April 2018. He also believed they were well positioned for other grant funding, such as Great Outdoors Colorado (GOCO) Funds. Donnelly confirmed the item would go to TAC later in the month and then be back to the Council for action on the February agenda.

2014-18 NFRMPO Targets for Safety Performance Measures

Medora Kealy, Transportation Planner, briefly explained the NFRMPO is required to set targets for five safety performance measures by February 27, 2018 and TAC recommends to meet the timeline, the statewide targets set by CDOT be used. She highlighted the impact of the federal requirements on the North Front Range and key requirements for target setting while presenting the 2014-2018 NFRMPO Targets for Safety Performance Measures with the Council. She noted next year's targets would be slightly more critical to the NFRMPO planning process because they would cover 2015-2019 and would be incorporated into the NFRMPO planning documents. Gilliland asked for clarification whether the 2015-2019 targets were required to include the RTP and TIP. Kealy explained the targets are at either the MPO or State level and it is necessary to represent how the total program of projects is going to make progress toward achieving the target, it is not a project by project goal assessment, but a package assessment. Donnelly stated there was really no reward or incentive for improving safety on the road system. Kealy said he was correct, there is no reward or penalty to the NFRMPO. Donnelly stated, in his opinion, FHWA was requiring a lot of information which would never be used. Medora replied the intention is to use data to make better investment decisions, improve the transportation system, and have a national standard. Donnelly noted Larimer County had a safety improvement program allowing them to review crash data and make necessary improvements, although he wished FHWA had a similar follow-up, he respected their process must be followed. Gilliland ended the discussion stating safety is CDOT's primary transportation goal and she believed FHWA's requirements led to disciplines including improvement goals which were very valuable. Kealy stated the item will return to the Council for action at the February meeting.

PRESENTATION:

US 287 Asset Inventory

Alex Gordon, Transportation Planner II/Mobility Coordinator, passed around two copies of the complete US 287 Asset Inventory, noting the downloadable link was listed on the final page of the presentation in the Council packet. He then reviewed the presentation with the Council. Conway asked for clarification of the Right-of-Way Methodology map, expressing concern there were assumptions made in the inventory regarding Parkland and Open Space and that these areas were a potential right-of-way for public transportation. Gordon explained they had not made any judgement calls, but if the land did not fit into one of the available GIS categories, such as Parkland or Open Space, and was not private property, it was assumed to be potential right-of-way. Conway confirmed Parkland and Open Space were not assumed to be right-of-way. Gordon stated he was correct. Gilliland complimented Gordon and MPO staff for their efforts stating she was impressed with the comprehensive inventory and indicated this and other corridor inventories may be beneficial for the communities in the region.

COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported the Transportation Commission attended a very productive meeting with Senator Gardner in December on funding for INFRA and TIGER Grants. She reported the federal representatives are working very hard to support the needs of Northern Colorado. Senator Gardner, Senator Bennett, and Congressman Polis will be sending a joint letter to U.S. Secretary of

Transportation, Elaine Chao, encouraging her to visit Colorado to see and hear first-hand what the transportation needs are for her to understand the substantial need for more funding.

CDOT Region 4

There was no report.

I-25 Update

Heather Paddock, CDOT R4, reported I-25 Project construction would begin in 2018. She said this is very good news for Northern Colorado and complimented the aggressive efforts of Kraemer /IHC to work closely with CDOT and ultimately reduce their contract price by \$14M, making it a \$248M construction project. Although there is still a \$24M shortage, she anticipated receiving \$14.5M from High Performance Transportation Enterprise (HPTE), which would actually be swapped with other funding appropriate for I-25 construction. The swap also allows CDOT to transition smoothly toward construction on Segment 6. Dave Clark asked about the timeline and start date. Paddock replied they still need the Quality Management Plan, but anticipate the contract will be signed by the end of January. CDOT will provide then provide the Notice to Proceed for the design. The Notice to Proceed for construction will follow receipt of a schedule from Kraemer/IHC. Their proposal showed a mid-summer construction start date. Gilliland asked which end of the project would start construction first. Paddock replied she could not answer the question.

Paddock also reported the City of Fort Collins had unanimously voted to approve the \$19M Prospect Interchange in partnership with the Town of Timnath and developers around the interchange. The \$56M commitment made by the locals on the \$330M project was highly praised by Gilliland, Paddock, and CDOT. Donnelly remarked this was a valuable use of local tax dollars, which benefit the entire region and complimented the efforts of the Council members. Conway specifically noted the efforts of Donnelly, Horak, and Gilliland. Melendez noted the money from the locals had moved the project ahead by 14 years. Suzette Mallette, Larimer County Transportation Program Manager, announced since the project was kicking off there will be public involvement events scheduled and there would be a CDOT presentation at the February meeting. She offered to be the point of contact for those wanting a presentation in their community.

STAC Report

A written report was provided.

Host Council Member Report- Baker welcomed everyone to Berthoud and thanked them for coming. She recognized the Interim Town Administrator, Jeremy Olinger, was in attendance and Christopher Kirk from Tehachapi, California would start as the new Berthoud Town Administrator on January 22nd. She complimented Origins Catering of Berthoud for the wonderful food.

Greeley- Casseday announced the City of Greeley At-Large City Council Member had been removed and they would be interviewing and appointing a new At-Large Council Member for Greeley.

EXECUTIVE SESSION:

Chair Donnelly announced the Council would be going into an Executive Session and he believed they would take action afterward on at least one item. He asked Jed Scott, MPO Attorney, to briefly describe items which would be considered in the closed session. Scott stated on the agenda was an Executive Session pursuant to: (1) C.R.S. § 24-6-402(4)(b) of the Colorado Revised Statutes in order for the Council to seek legal advice regarding a contract, and (2) C.R.S. § 24-6-402(4)(e)(I) to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators. He summarized there would be discussion on the issues with negotiations regarding Executive Director and her attorney, issues regarding investigation, and a report to the Council on activity occurring since approximately December 7, 2018 when the Council last met. He added the first order of business in the closed session would be the

Intergovernmental Agreement (IGA) for the Interim Executive Director, Suzette Mallette, and Larimer County.

BAKER MOVED TO GO INTO AN EXECUTIVE SESSION PURSUANT TO: (1) C.R.S. § 24-6-402(4)(B) OF THE COLORADO REVISED STATUTES IN ORDER FOR THE COUNCIL TO SEEK LEGAL ADVICE REGARDING A CONTRACT, AND (2) C.R.S. § 24-6-402(4)(E)(I) TO DETERMINE POSITIONS RELATIVE TO MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING A STRATEGY FOR NEGOTIATIONS, AND INSTRUCTING NEGOTIATORS. The motion was **seconded** and **passed** unanimously.

Council entered Executive Session at 7:15 p.m. The session lasted approximately two hours.

Chair Donnelly reopened the regular meeting at 9:15 p.m.

MELLON MOVED TO APPROVE THE INTERGOVERNMENTAL AGREEMENT (IGA) AND CONTRACT BETWEEN THE NFRMPO, LARIMER COUNTY, AND SUZETTE MALLETTE FOR MS. MALLETTE TO SERVE AS THE INTERIM EXECUTIVE DIRECTOR OF THE NFRMPO. The motion was **seconded** and **passed** unanimously.

MELENDEZ MOVED TO AUTHORIZE NFRMPO LEGAL COUNSEL TO PREPARE A TERMINATION NOTICE FOR THE EXECUTIVE DIRECTOR FOR ANY REASON OTHER THAN FOR CAUSE. The motion was **seconded** and **passed** unanimously.

CASSEDAY MOVED TO APPROVE TOWN OF SEVERANCE MAYOR DON BROOKSHIRE TO SERVE AS THE POINT OF CONTACT BETWEEN COLORADO INTERGOVERNMENTAL RISK-SHARING AGENCY (CIRSA) AND THE NFRMPO COUNCIL WITH REGARDS TO THE INVESTIGATION OF CLAIMS MADE BY VARIOUS NFRMPO EMPLOYEES. The motion was **seconded** and **passed** unanimously.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions:

Conway requested a February Update on the US 34 PEL Study prior to its scheduled completion on March 1st.

Donnelly commented the Council had a card for Conway in honor of his many years of service as the Weld County MPO Council Member. Conway stated he would still attend meetings occasionally as the alternate and thanked Donnelly and the Council proclaiming it had been a great nine years.

The meeting was adjourned at 9:24 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
January 17, 2018

APPROVAL OF THE DECEMBER 20, 2017 TAC MINUTES

The December 20, 2017 TAC meeting minutes were approved unanimously.

PRESENTATIONS

CDOT Road Usage Charge - Tim Kirby, CDOT, presented details of the CDOT Road Usage Charge (RUC) Pilot Program. The RUC could replace, not add to, the current gas tax. Kirby noted under the current gas tax, revenue available for transportation projects is expected to decline as Colorado's fleet mix transitions toward electric and other high-efficiency vehicles.

Bustang Outrider Program - Mike Timlin, CDOT, presented on the new Bustang Outrider program. Timlin stated the Outrider program aims to connect regional, rural activity centers. The Outrider program operations are funded through FTA 5311(f) Intercity Bus funds; vehicle purchases and infrastructure upgrades will be funded through SB228.

CONSENT AGENDA

NoCo Transportation Alternatives (TA) Funding Recommendation - Klockeman opened the item for discussion. Anderson raised concerns about coordination with Weld County, and Tom Jones, Great Western Trail Authority, stated he would meet with Weld County staff and officials. McDaniel made a motion to recommend *The Great Western Trail* for the TA funds. Nelson seconded the motion and it passed unanimously.

ACTION ITEM

January TIP Amendment - Schneiders moved to approve the January TIP Amendment. Jones seconded the motion and it passed unanimously.

DISCUSSION ITEMS

2045 Regional Transit Element (RTE) Schedule - Gordon explained staff has begun updating the *RTE* and aim to submit a draft for Planning Council approval in October 2018. Gordon noted the *2045 RTE Steering Committee* will have its first meeting on January 18, 2018.

2018 NFRMPO Plans and Projects Schedule - Karasko presented a schedule of items MPO staff will be working on in 2018, including an updated UPWP, finalized Travel Analysis Zones, and socioeconomic forecasts for the *Regional Travel Demand Model* update. Karasko added the first *Model Steering Committee* meeting will occur in February. Karasko reported the TIP will be transitioning to a rolling hybrid to better align with the STIP. Mallette clarified every year a new TIP will need to be adopted and go through the conformity hearing process.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Jones reported NoCo selected two locations for the installation of permanent bike and pedestrian counters, one in Weld County and one in Larimer County.

Regional Transit Items - GET is continuing to work on implementing the regional route. Kaley Zeisel is the new Transfort representative and Dean Klinger is the Interim Transfort General Manager.

Air Quality - In late December, EPA announced they intend to concur with Colorado's recommendation for the 2015 Ozone National Ambient Air Quality Standard (NAAQS), which includes maintaining the same nonattainment area boundary as the 2008 Ozone NAAQS and designating all remaining counties in the State as Attainment/Unclassifiable. Designations are anticipated to occur by April 2018.

Senior Transit Items - Bedingfield reported Senior Resource Services were continuing to work to remove people from their wait list.

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2017-M10

Submitted to: CDOT Prepared by: Medora Kealy DATE: 10/17/2017

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Strategic	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	TIGER	-	5,000	5,000	-	-	15,000	-	-
	SSP4428				Federal	ITS/RoadX	-	2,000	-	-	-	2,000	-	-
					Federal	RAMP/NHPP	3,167	250	-	-	-	250	-	-
					Federal	RAMP/NHPP	-	7,227	-	-	-	7,227	-	-
					Federal	Permanent Water Quality Surface Treatment/NHPP	-	2,000	2,000	3,347	-	7,347	-	-
					Federal	Surface Treatment/NHPP	-	-	6,903	-	-	6,903	-	-
					State	7PX/228	-	135,000	-	-	-	135,000	-	-
					State	7PX/228	-	5,000	-	-	-	5,000	-	-
					State	Strategic Projects - Transit	-	5,000	-	-	-	5,000	-	-
					State	FASTER Safety	-	-	-	4,000	-	4,000	-	-
					Local	Private	-	-	-	18,000	32,000	50,000	-	-
					Local	Local	4,875	14,000	12,000	18,500	-	44,500	-	-
					Local	Local	-	-	-	125	-	125	-	-
					Total		8,042	175,477	19,000	55,875	32,000	282,352	-	-

Project Description:	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify and Reconstruct	Federal	TIGER	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
	SSP4428				Federal	ITS/RoadX	-	5,000	5,000	-	-	15,000	-	-
					Federal	ITI	-	600	-	-	-	600	-	-
					Federal/State	ITS/RoadX	-	2,000	-	-	-	2,000	-	-
					Federal/State	RAMP/NHPP	3,167	250	-	-	-	250	-	-
					Federal/State	RAMP/NHPP	-	7,227	-	-	-	7,227	-	-
					Federal/State	Permanent Water Quality Surface Treatment/NHPP	-	2,000	2,000	3,347	-	7,347	-	-
					Federal/State	Surface Treatment/NHPP	-	-	6,903	-	-	6,903	-	-
					Federal/State	Strategic Projects - Transit	-	5,000	-	-	-	5,000	-	-
					State	FASTER Safety	-	135,000	-	4,000	-	135,000	-	-
					State	7PX/228	-	5,000	-	-	-	5,000	-	-
					Local	Private	-	-	-	18,000	32,000	50,000	-	-
					Local	Local	4,875	14,000	12,000	18,500	-	44,500	-	-
					Local	Local	-	-	-	125	-	125	-	-
					Total		8,042	176,077	19,000	55,875	32,000	282,952	-	-

Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements
 Adding \$600k federal ITS Investment (ITI) funds. Correcting source of funds from "Federal" to "Federal/State" for ITS/RoadX, RAMP/NHPP, Permanent Water Quality, and Surface Treatment/NHPP; correcting Strategic Projects - Transit from Reason: "State" to "Federal/State".

Project Description:	2017-038	Vehicle and Facility Preventive Maintenance	Fort Collins	Operations	Federal	FTA5307	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
	SST6741.111				Federal	FTA5307	1,895	105	-	-	-	105	-	-
					Local	Local	424	26	-	-	-	26	-	-
					Total		2,119	131	-	-	-	131	-	-

Project Description: Preventive Maintenance activities for Transit fleet and facilities
 Reason: Adding \$1,896k federal and \$474k local funding in FY18.

Project Description:	2017-037	Fixed Route Operations	Fort Collins	Operations	Federal	FTA5307	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
	SST6741.101				Federal	FTA5307	1,943	-	-	-	-	1,943	-	-
					Local	Local	1,943	-	-	-	-	0	-	-
					Total		3,886	-	-	-	-	0	-	-

Project Description: Transit Fixed Route Operations
 Reason: Rolling project from FY16-19 TIP and adding \$2,134k federal and \$2,134k local funding in FY18.

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2017-M10

DATE: 10/17/2017

Prepared by: Medora Kealy

Submitted to: CDOT

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
OLD ENTRY	2017-039	Demand Response Paratransit Service	Fort Collins	Operations	Federal Local Total	FTA5307 Local Total	425 637 1,062	- - -	- - -	- - -	- - -	0 0 0	- - -	- - -
Project Description:	Provision of contracted demand response para-transit services for the Transfort service area.													
REVISED ENTRY	2017-039	Demand Response Paratransit Service	Fort Collins	Operations	Federal Local Total	FTA5307 Local Total	425 637 1,062	437 655 1,092	- - -	- - -	- - -	437 655 1,092	- - -	- - -
Project Description:	Provision of contracted demand response para-transit services for the Transfort service area. Reason: Rolling project from FY16-19 TIP and adding \$437k federal and \$655k local funding in FY18.													

FTA 5310 - Transportation for Elderly Persons & Persons with Disabilities

PREVIOUS ENTRY	2016-025	Access A Cab - Paratransit Service to	Fort Collins	Operations	Federal Local Total	FTA5310 Local Total	22 5 27	319 80 399	- - -	- - -	- - -	319 80 399	- - -	- - -
Project Description:	User side subsidy for Access A Cab services in Loveland and Fort Collins													
REVISED ENTRY	2016-025	Access A Cab - Paratransit Service to	Fort Collins	Operations	Federal Local Total	FTA5310 Local Total	22 - -	195 319 49	- - -	- - -	- - -	195 319 49	- - -	- - -
Project Description:	User side subsidy for Access A Cab services in Loveland and Fort Collins Reason: Adding \$195k federal and \$49k local funding in FY18.													

FTA 5339 - Bus and Bus Facilities Program

PREVIOUS ENTRY	2017-050	Bus Wash Replacement	Fort Collins	Capital Purchase	Federal Local Total	FTA5339 Local Total	- - -	159 41 200	- - -	- - -	- - -	159 41 200	- - -	- - -
Project Description:	Replacement of internal components of the existing Transfort Maintenance Facility (TMF) bus wash.													
REVISED ENTRY	2017-050	Bus Wash Replacement	Fort Collins	Capital Purchase	Federal Local Total	FTA5339 Local Total	- - -	221 159 55	- - -	- - -	- - -	221 159 55	- - -	- - -
Project Description:	Replacement of internal components of the existing Transfort Maintenance Facility (TMF) bus wash. Reason: Adding \$221k federal and \$55k local funding in FY18.													

FASTER Transit

PREVIOUS ENTRY	2016-019	FLEX Operating	Fort Collins	Operations	State Local Total	FASTER Transit Local Total	200 50 250	200 50 250	- - -	- - -	- - -	200 50 250	- - -	- - -
Project Description:	Operating assistance for the FLEX Regional route.													
REVISED ENTRY	2016-019	FLEX Operating	Fort Collins	Operations	State Local Total	FASTER Transit Local Total	200 200 400	200 200 400	- - -	- - -	- - -	200 200 400	- - -	- - -
Project Description:	Operating assistance for the FLEX Regional route. Reason: Correcting local funding from \$50k to \$200k in FY18 and FY16-17 TIP Total.													

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2017-M11

Prepared by: Medora Kealy
 DATE: 11/7/2017

Submitted to: CDOT	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Regional Priority Program (RPP) - North Front Range Listings														
PREVIOUS ENTRY	2016-036	NFR 1-25: Post EIS Design & Row	CDOT R4	Highway added Capacity Modify & Reconstruct	Federal State Total	STP-Surface Transportation Program State Highway Fund - HUTF Dollars	3,631 1,179 4,810	2,937 291 3,228	2,179 215 2,394	2,525 250 2,775	-	7,641 766 8,397	-	-
Project Description: Preconstruction Activities														
REVISED ENTRY	2016-036	NFR 1-25: Post EIS Design & Row	CDOT R4	Highway added Capacity Modify & Reconstruct	Federal State Total	STP-Surface Transportation Program State Highway Fund - HUTF Dollars	3,631 1,179 4,810	2,937 291 3,228	2,179 215 2,394	2,525 250 2,775	2,590 256 2,846	10,231 1,012 11,243	-	-
Project Description: Preconstruction Activities														
Reason: Add \$2,590k federal and \$286k state FY 21 funding to project. Funds are available from within Region 4 RPP pool.														

Grants: Safe Routes to School														
NEW ENTRY	P-24	Safe Routes to School	Various Below		Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	172 15 -	299 75 153	- - -	- - -	- - -	299 75 153	-	-
Reason: New Safe Routes to School project selected to receive funding. Adding \$299k federal, \$75k local, and \$ 153k local overmatch to pool total.														
Pool Projects:														
SR47001.027	-	West 4th Street Bicycle & Pedestrian Safety Imp	City of Loveland				187	527	-	-	-	527	-	-
Pool Description: Summary of CDOT Region 4 Safe Routes to School Programming in the North Front Range Region.														
Reason: New Safe Routes to School project selected to receive funding. Adding \$299k federal, \$75k local, and \$ 153k local overmatch to pool total.														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2017-IM12

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 12/16/2017

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
STRATEGIC														
PREVIOUS ENTRY	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	TIGER	-	5,000	5,000	-	-	15,000	-	-
SSP4428					Federal	ITI	-	600	-	-	-	600	-	-
					Federal/State	ITS/RoadX	-	2,000	-	-	-	2,000	-	-
					Federal/State	RAMP/NHPP	3,167	250	-	-	-	250	-	-
					Federal/State	RAMP/NHPP	-	7,227	-	-	-	7,227	-	-
					Federal/State	Permanent Water Quality	-	2,000	2,000	3,347	-	7,347	-	-
					Federal/State	Surface Treatment/NHPP	-	-	6,903	-	-	6,903	-	-
					Federal/State	Strategic Projects - Transit	-	5,000	-	-	-	5,000	-	-
					State	FASTER Safety	-	135,000	-	4,000	-	135,000	-	-
					State	7PX/228	-	5,000	-	-	-	5,000	-	-
					Local	Private	-	-	18,000	32,000	-	50,000	-	-
					Local	Local	4,875	14,000	12,000	18,500	-	44,500	-	-
					Local	Local	-	-	125	-	-	125	-	-
					Total	Total	8,042	176,077	19,000	55,875	32,000	282,952	-	-
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
REVISED ENTRY	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	TIGER	-	5,000	5,000	-	-	15,000	-	-
SSP4428					Federal	ITI	-	600	-	-	-	600	-	-
					Federal/State	ITS/RoadX	-	2,000	-	-	-	2,000	-	-
					Federal/State	RAMP/NHPP	3,167	250	-	-	-	250	-	-
					Federal/State	RAMP/NHPP	-	7,227	-	-	-	7,227	-	-
					Federal/State	Permanent Water Quality	-	2,000	2,000	3,347	-	7,347	-	-
					Federal/State	Surface Treatment/NHPP	-	-	6,903	-	-	6,903	-	-
					Federal/State	Strategic Projects - Transit	-	5,000	-	-	-	5,000	-	-
					State	FASTER Safety	-	4,000	-	-	-	4,000	-	-
					State	7PX/228	-	135,000	-	-	-	135,000	-	-
					State	Private	-	5,000	-	-	-	5,000	-	-
					Local	Local	-	-	18,000	32,000	-	50,000	-	-
					Local	Local	4,875	14,000	12,000	18,500	-	44,500	-	-
					Local	Local	-	-	125	-	-	125	-	-
					Total	Total	8,042	180,077	19,000	51,875	32,000	282,952	-	-
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
Reason: Advance \$4,000k FASTER Safety funds from FY20 to FY18. Total project costs remains unchanged.														

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Safety														
PREVIOUS ENTRY	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4	Safety Improvements	Federal	STA	3,630	2,557	1,690	725	2,245	7,217	-	-
SR46666					Local	Local	750	504	154	81	249	988	-	-
					Total	Total	4,380	3,061	1,844	806	2,494	8,205	-	-
Pool Projects:														
		SR45218.174		US85 Resurf & SH392 Intersection	CDOT Region 4									
		SR46666.053	Loveland	US287 & Orchards Shopping Center(roll)	Loveland									
		SR46600.059	Eaton	US85 Signal at WCR 76 N of Eaton	Eaton									
		SR46666.059	Loveland	Loveland Left Turn Signals Various	Loveland									
		SR46666.060	Fort Collins	US287 (College Ave) & Tribby Rd	Fort Collins									
		SR46666.061	Fort Collins	US287 (College Ave) & Horsetooth Rd	Fort Collins									
		SR46666.062	Larimer County	SH1 & CR54 Intersection Improvements	Larimer County									
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming														
REVISED ENTRY	P-20	Region 4 Hazard Elimination Pool (HSIP)	CDOT Region 4	Safety Improvements	Federal	STA	3,630	2,557	690	725	2,245	6,217	-	-
SR46666					Local	Local	750	504	43	81	249	877	-	-
					Total	Total	4,380	3,061	733	806	2,494	7,094	-	-
Pool Projects:														
		SR45218.174		US85 Resurf & SH392 Intersection	CDOT Region 4									
		SR46666.053	Loveland	US287 & Orchards Shopping Center(roll)	Loveland									
		SR46600.059	Eaton	US85 Signal at WCR 76 N of Eaton	Eaton									
		SR46666.059	Loveland	Loveland Left Turn Signals Various	Loveland									
		SR46666.060	Fort Collins	US287 (College Ave) & Tribby Rd	Fort Collins									
		SR46666.062	Larimer County	SH1 & CR54 Intersection Improvements	Larimer County									
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming														
Reason: Change color of funds for US287 (College Ave) & Horsetooth Rd project from HSIP to FASTER Safety and update STIP ID. Remove project from the HSIP Pool. Reduce pool total by \$1,000k federal and \$111k local in FY19.														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Administrative Modification #2017-M12

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 12/16/2017

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	FY 16-17						FY 18-21					
						Funding Type/Program	TIP TOTAL	FY 18	FY 19	FY 20	FY 21	TOTAL	FY 22	FY 23			
FASTER (North Front Range Listings of State Highway Locations)																	
PREVIOUS ENTRY	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State	27,733	14,043	14,139	14,100	14,100	56,382						
SR46606		Funding amounts allocated for the North Front Range Region			Local	-	-	-	-	-	-						
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local Overmatch	-	350	-	-	-	350						
					Total	27,733	14,393	14,139	14,100	14,100	56,732						
Pool Projects:																	
		SH402 @ CR 9E			Intersection Improvement												
		SH263: Safety Improvements			Safety Improvement												
		I-25: Median Cable N/O Ft Collins			Safety Improvement												
		Intersection Safety Improvements Pool			Safety Improvement												
		SH460: Weld County Rd 40			Intersection Improvement												
		US287:SH1 to LaPorte Bypass			Safety Improvement												
REVISED ENTRY Summary of CDOT Region 4 FASTER Safety Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region																	
PREVIOUS ENTRY	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State	27,733	14,043	14,139	14,100	14,100	56,382						
SR46606		Funding amounts allocated for the North Front Range Region			Local	-	-	111	-	-	111						
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Local Overmatch	-	350	-	-	-	350						
					Total	27,733	14,383	14,250	14,100	14,100	56,843						
Pool Projects:																	
		SH402 @ CR 9E			Intersection Improvement												
		SH263: Safety Improvements			Safety Improvement												
		I-25: Median Cable N/O Ft Collins			Safety Improvement												
		Intersection Safety Improvements Pool			Safety Improvement												
		SH460: Weld County Rd 40			Intersection Improvement												
		US287:SH1 to LaPorte Bypass			Safety Improvement												
		US287 (College Ave) & Horseshoe Rd			Intersection Improvement												
Pool Description Summary of CDOT Region 4 FASTER Safety Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Governments, Upper Front Range, and Eastern Transportation Planning Region																	
Reason: Change color of funds for US287 (College Ave) & Horseshoe Rd project from HSIP to FASTER Safety and update STIP ID. Add project to FASTER Safety pool and increase local funds in FY19 by \$11k. No change to FASTER Safety Pool state total.																	
Bridge - On State System																	
PREVIOUS ENTRY	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal	6,595	2,344	4,251	-	-	6,595						
SR46598		Funding amounts allocated for the North Front Range Region			State	1,649	586	1,063	-	-	1,649						
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Total	8,244	2,930	5,314	-	-	8,244						
Pool Projects:																	
		SH392A: Windsor-Lucerne 105-115			Bridge Rehab/replace												
		US287/College Ave. MP 342 - 347 Ft Collins			Bridge Rehab/replace												
		NFR Asset Mgmt Bridge Maintenance			Bridge Rehab/replace												
		SH460B: I-25 to Milliken MP 6-14			Bridge Rehab/replace												
		I-25: Scour at the Big Thompson River			Bridge Rehab/replace												
		US85L: O St to Ault 270.5-280 Included SH392 Intersection Im			Bridge Rehab/replace												
		SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5			Bridge Rehab/replace												
		I-25 RR Bridge Preventative Maintenance			Bridge Rehab/replace												
		US34D: (C-18-J) Bridge Preventative Maintenance			Bridge Rehab/replace												
		US287: Spring Creek			Bridge Rehab/replace												
Pool Description Summary of CDOT Region 4 Bridge - On System Pool Programming																	
REVISED ENTRY	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal	6,595	2,344	4,251	600	0	7,195						
SR46598		Funding amounts allocated for the North Front Range Region			State	1,649	586	1,063	150	0	1,799						
		For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf			Total	8,244	2,930	5,314	750	0	8,994						
Pool Projects:																	
		SH392A: Windsor-Lucerne 105-115			Bridge Rehab/replace												
		US287/College Ave. MP 342 - 347 Ft Collins			Bridge Rehab/replace												
		NFR Asset Mgmt Bridge Maintenance			Bridge Rehab/replace												
		SH460B: I-25 to Milliken MP 6-14			Bridge Rehab/replace												
		I-25: Scour at the Big Thompson River			Bridge Rehab/replace												
		US85L: O St to Ault 270.5-280 Included SH392 Intersection Im			Bridge Rehab/replace												
		SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5			Bridge Rehab/replace												
		I-25 RR Bridge Preventative Maintenance			Bridge Rehab/replace												
		US34D: (C-18-J) Bridge Preventative Maintenance			Bridge Rehab/replace												
		US287: Spring Creek			Bridge Rehab/replace												
Pool Description Summary of CDOT Region 4 Bridge - On System Pool Programming																	
Reason: Add \$600K federal and \$150K state funding in FY20 for increased costs on two existing projects: SH14C: Ft Collins East Lemay to I-25 MP 135.7-139.5 and US34D: (C-18-J) Bridge Preventative Maintenance. Clarify funding type from BR to NHPP: SHF to State Highway Fund.																	

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																														
February 1, 2018 Weld County	January 2018 TIP Amendment **CONSENT**	Medora Kealy																														
Objective/Request Action																																
To approve the January 2018 Transportation Improvement Program (TIP) Amendment to the FY2018-2021 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																														
Key Points																																
<p>NFRMPO staff received two Amendment requests to revise projects for the January 2018 TIP Amendment cycle.</p> <p>CDOT R4 is requesting a revision to one project:</p> <ul style="list-style-type: none"> Revising the <i>Region 4 State Bridge Enterprise Pool</i> by adding \$10M state FASTER funds in FY20 and adding the Hillsboro Tributary Bridge (C-17-EL) to the pool project listing. <p>CDOT headquarters is requesting a revision to one project:</p> <ul style="list-style-type: none"> Rolling forward the <i>Transfort Route Improvement Program (TRIP)</i> project from FY16 to FY18, removing all \$40k federal §5304 funding, and replacing with \$40k FASTER Transit Statewide funding. 																																
<p>Table: Amendment Funding in Thousands</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Amendment Additions</th> <th>Amendment Reductions</th> <th>Amendment Net Change</th> <th>Amendment Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$40</td> <td>-</td> <td>-\$40</td> <td>-\$40</td> <td>\$0</td> </tr> <tr> <td>State</td> <td>\$11,951</td> <td>\$10,040</td> <td>-</td> <td>\$10,040</td> <td>\$21,991</td> </tr> <tr> <td>Local</td> <td>\$4,500</td> <td>-</td> <td>-</td> <td></td> <td>\$4,500</td> </tr> <tr> <td>Total</td> <td>\$16,491</td> <td>\$10,040</td> <td>-\$40</td> <td>\$10,000</td> <td>\$26,491</td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Net Change	Amendment Total	Federal	\$40	-	-\$40	-\$40	\$0	State	\$11,951	\$10,040	-	\$10,040	\$21,991	Local	\$4,500	-	-		\$4,500	Total	\$16,491	\$10,040	-\$40	\$10,000	\$26,491
Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Net Change	Amendment Total																											
Federal	\$40	-	-\$40	-\$40	\$0																											
State	\$11,951	\$10,040	-	\$10,040	\$21,991																											
Local	\$4,500	-	-		\$4,500																											
Total	\$16,491	\$10,040	-\$40	\$10,000	\$26,491																											
Committee Discussion																																
<ul style="list-style-type: none"> This is the first and only time Planning Council will see the January 2018 TIP Amendment. At their January 17, 2018 meeting, TAC recommended Planning Council approve the January 2018 TIP Amendment. 																																
Supporting Information																																
<p>The 30-day Public Comment period for the January 2018 TIP Amendment begins on January 10 and concludes on February 8. No public comment has been received to date.</p> <p>An environmental justice analysis is not required for the January 2018 TIP Amendment, since analysis is not conducted for pool projects or studies.</p> <p><u>Funding Types and Uses</u></p> <p>FASTER Transit Statewide funding is awarded competitively by the CDOT Division of Transit and Rail to statewide, interregional, and regional transit projects. The state funding source was created by the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER).</p> <p>The Colorado Bridge Enterprise (CBE) program is funded with state FASTER revenue. The program repairs, reconstructs, and replaces bridges designated as structurally deficient or functionally obsolete, and rated "poor".</p>																																

Advantages

- Approval of the January 2018 TIP Amendment ensures available funds are assigned to projects in a timely manner and the FY2018-2021 TIP remains fiscally constrained.

Disadvantages

- None noted.

Analysis /Recommendation

TAC recommended Planning Council approve the January 2018 TIP Amendment at their January 17, 2018 meeting. The approval is contingent on no public comment by February 8.

Attachments

- January 2018 Policy Amendment Form
- Resolution No. 2018-01

**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP),
North Front Range Transportation & Air Quality Planning Council
Policy Amendment #2018-A1**

Submitted to: CDOT
Prepared by: Medora Kealy
DATE: 1/17/2018

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
TRANSIT 5304: Statewide Planning / FASTER Transit														
OLD ENTRY	2016-029	Transfort Route Improvement Project (TRIP)	Fort Collins	Plans & Studies	Federal Local Total	FTA5304 L	40 10 50	- - -	- - -	- - -	- - -	0 0 0	- - -	- - -
NEW ENTRY	2016-029	Transfort Route Improvement Program (TRIP)	Fort Collins	Plans & Studies	State Local Total	FASTER Transit Statewide Local	0 0 0	40 10 50	- - -	- - -	- - -	40 10 50	- - -	- - -
Reason: Rolling project and funding from FY16 to FY18, removing all federal funding (FTA 5304) and replacing with state funding (FASTER Transit Statewide), and updating project name.														
Bridge Enterprise														
PREVIOUS ENTRY	P-8	Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT R4	FASTER Bridge	State Local Total	FASTER Local	0 0 0	11,951 - 4,500	- - -	- - -	- - -	11,951 4,500 16,451	- - -	- - -
Pool Projects:	SST8000.090	-	CDOT Region 4											
SST8000.093	-	I-25 @ Vine Drive Bridge Replacement (SST8000.090) Prospect Road over I-25	CDOT Region 4											
Project Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														
REVISED ENTRY	P-8	Region 4 State Bridge Enterprise Pool Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT R4	FASTER Bridge	State Local Total	FASTER Local	0 0 0	11,951 - 4,500	- - -	10,000 - -	- - -	21,951 4,500 26,451	- - -	- - -
Pool Projects:	SST8000.090	-	CDOT Region 4											
SST8000.093	-	I-25 @ Vine Drive Bridge Replacement (SST8000.090) Prospect Road over I-25 Hillsboro Tributary Bridge (C-17-EL)	CDOT Region 4 CDOT Region 4											
Project Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														
Reason: Adding \$10,000k FY20 State Bridge Enterprise funds to the North I-25: Design/Build project for Prospect Road Over I-25 and Hillsboro Tributary Bridge (C-17-EL). Adding the Hillsboro Tributary Bridge to the pool project listing.														



RESOLUTION NO. 2018-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE JANUARY 2018 AMENDMENT TO THE FY2018-2021 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

WHEREAS, 49 CFR PART 613 §450.324 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 FY2018-2021 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2018-2021 TIP were positive, and all of the projects come from the conforming amended 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity findings on the FY2018-2021 TIP;

WHEREAS, the FY2018-2021 TIP remains fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2018-2021 TIP by adding or revising the following projects and funding:

- FASTER
 - Adding \$10M state FASTER funds in FY20 to the *Region 4 State Bridge Enterprise Pool* and adding the Hillsboro Tributary Bridge (C-17-EL) to the pool project listing.
- FASTER Transit Statewide
 - Rolling forward the *Transfort Route Improvement Program (TRIP)* project from FY16 to FY18, removing all \$40k federal §5304 funding, and replacing with \$40k FASTER Transit Statewide funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 1, 2018 Weld County	2014-2018 NFRMPO Targets for Safety Performance Measures **CONSENT**	Medora Kealy
Objective/Request Action		
To set safety targets by supporting the 2014-2018 statewide targets set by the Colorado Department of Transportation (CDOT) for the five national safety performance measures and agreeing to plan and program projects to contribute toward accomplishment of those targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> Per federal requirements, the NFRMPO must set targets for five national safety performance measures for the 2014-2018 time period by February 27, 2018. CDOT set statewide targets for 2014-2018 for the national safety measures in August 2017. To set targets, the NFRMPO can either: <ul style="list-style-type: none"> A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or B. Set targets specific to the NFRMPO region. There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The MPO could be penalized administratively via certification reviews for not meeting targets. The NFRMPO and CDOT must set targets for the five safety performance measures annually. The NFRMPO's targets for 2015-2019, which need to be set next year, will be the safety targets included in the FY2020-FY2023 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP). 		
Committee Discussion		
<p>The CDOT 2014-2018 safety targets were presented to TAC by CDOT in August 2017. At the November 2017 TAC meeting, staff presented historical safety data and anticipated outcomes for the NFRMPO region for the five safety performance measures. The data show performance on all five measures has been worsening, with increased fatalities and serious injuries, in the NFRMPO region and statewide. At the December 2017 TAC meeting, TAC recommended Planning Council support CDOT's 2014-2018 safety targets. At the January 2018 Planning Council meeting, the safety targets for 2014-2018 were discussed.</p>		
Supporting Information		
<ul style="list-style-type: none"> The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation Act (FAST Act) require State Departments of Transportation (State DOTs), public transportation agencies, and Metropolitan Planning Organizations (MPOs) to conduct performance-based transportation planning by setting targets for national performance measures and reporting on progress. The Federal Highway Administration (FHWA) established the following safety performance measures in April 2016 (23 CFR Part 490 Subpart B): <ol style="list-style-type: none"> Number of fatalities Rate of fatalities per 100M Vehicle Miles Traveled (VMT) Number of serious injuries Rate of serious injuries per 100M VMT Number of non-motorized fatalities and serious injuries State DOTs are required to set targets for the five safety performance measures annually by August 31, beginning with August 31, 2017 (23 CFR Part 924). MPOs are required to either support the state DOT's targets or set their own within 180 days of the state setting their targets. MPOs may choose either option for each performance measure. Regardless of the target setting option, the NFRMPO's targets will be reported to CDOT. 		

Supporting Information (Continued)

- The safety performance measures are person-based, include crashes on all public roads, and are calculated based on the five-year rolling average.
- CDOT set 2014-2018 safety targets with a data-driven process based on performance forecasts and in collaboration with planning partners.
- Federal regulation requires safety targets represent the anticipated performance outcomes, which means targets must be data-driven and realistic.
- Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) adopted on or after May 27, 2018 must include the MPO's adopted safety targets (23 CFR 450).
 - RTPs must include a description of performance measures and targets and a system performance report evaluating progress achieved by the MPO in meeting its targets, and
 - TIPs must be designed to make progress toward achieving targets and must include a description of the anticipated effect of the TIP toward achieving the MPO's targets.

Advantages

- Adopting the state's targets requires less staff resources than setting targets specific to the NFRMPO.
- Since trends for the safety performance measures in the NFRMPO region are similar to statewide trends (i.e. upwards), the state safety targets are generally reflective of regional performance.
- The 2014-2018 safety targets will not be incorporated into the next TIP and RTP, since the 2015-2019 safety targets need to be set prior to the planned adoption dates for those documents.
- In 2018 the NFRMPO will geocode serious injury crashes for 2007-2010, which will enable more thorough forecasting for the 2015-2019 safety targets to be adopted by February 27, 2019. The NFRMPO may choose to set safety targets specific to the region at that time.

Disadvantages

- Although safety trends in the NFRMPO region are similar to statewide trends, the state safety targets do not reflect performance specific to the NFRMPO region.

Analysis /Recommendation

At the December 2017 TAC meeting, TAC recommended Planning Council support the CDOT statewide safety targets for the 2014-2018 time period by agreeing to plan and program projects to contribute toward the accomplishment of those targets.

Attachments

- CDOT Safety Baseline Data and 2014-2018 Targets
- Resolution No. 2018-02

CDOT Safety Baseline Data and 2014-2018 Targets

National Performance Measure	Baseline (2012-2016)	Target (2014-2018)
Number of Fatalities	520.0	610
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	1.064	1.20
Number of Serious Injuries	3,214.8*	3,350
Rate of Serious Injuries per 100M VMT	6.710*	6.790
Number of Non-motorized Fatalities and Serious Injuries	524.2*	586

* Due to the lag in serious injury data availability, these values represent the 2011-2015 time period.



RESOLUTION NO. 2018-02
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL SUPPORTING 2014-2018 TARGETS ESTABLISHED BY
CDOT FOR THE SAFETY PERFORMANCE MEASURES

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

WHEREAS, the Colorado Department of Transportation (CDOT) set the following targets in the *2018 Integrated Safety Plan* in August 2017 for the 2014-2018 five year average:

- (1) Number of Fatalities – 610
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.20
- (3) Number of Serious Injuries – 3,350
- (4) Rate of Serious Injuries per 100 million VMT – 6.790
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 586; and

WHEREAS, the CDOT set its 2014-2018 safety targets with a data-driven approach and in collaboration with planning partners; and

WHEREAS, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region;

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to support the CDOT statewide safety targets for 2014-2018 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director



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Kathy Gilliland
Transportation Commission*

MPO Staff

*Suzette Mallette
Interim Executive Director
Becky Karasko
Regional Transportation Planning
Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance Director*

MEMORANDUM

To: NFRMPO Planning Council
From: NoCo Bike & Ped Collaborative
Date: February 1, 2018
Re: NoCo Bike & Ped Collaborative Transportation Alternatives (TA) Funding Recommendation

Background

The Great Western Trail Authority (GWTA) is applying for \$415,000 in Transportation Alternatives (TA) funding returned to the NFRMPO in 2017. The funding would be used to construct a seven-mile, crusher fines section of trail from Severance to Eaton in 2018-19. The NoCo Bike & Ped Collaborative recommended this project receive the funds at its October 11, 2017 meeting. Through a 2006 Intergovernmental Agreement (IGA) between the towns of Eaton, Severance, and Windsor, GWTA was formed to improve and maintain the trail surface, with a \$10,000 annual contribution from each town. All three towns have committed to an additional one-time, \$50,000 contribution (\$150,000 total) to meet the local match requirements of this additional funding.

The requested funds will supplement the \$550,000 Transportation Alternatives Program (TAP) funding awarded in the NFRMPO 2014 Call for Projects to complete construction more quickly and efficiently.

Action

TAC recommends Planning Council approval to award \$415,000 in TA funding to the Great Western Trail project.



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MEMORANDUM

To: NFRMPO Planning Council
From: NoCo Bike & Ped Collaborative
Date: February 1, 2018
Re: NoCo Bike & Ped Collaborative Memo to CDOT

Background

The NoCo Bike & Ped Collaborative represents jurisdictions, agencies, community organizations, and individuals in northern Colorado working together to advance the connectivity of non-motorized networks. The NoCo Bike & Ped Collaborative has written a memo asking CDOT to fund the installation of box culverts to provide safe crossings for pedestrians and bicyclists at two locations across North I-25. These locations are consistent with NFRMPO's *Regional Bicycle Plan* adopted by Planning Council in 2013. The original Memo to CDOT was presented to TAC by the NoCo Bike & Ped Collaborative in November 2017. The most recent version (attached) addresses CDOT's response to the original November 2017 Memo.

Action

The NoCo Bike & Ped Collaborative requests Planning Council support the memo asking CDOT to fund two box culverts to enhance regional bicycle and pedestrian trail connectivity across North I-25.

NFRMPO Staff Comments: An option for the Planning Council to consider, supporting the letter so NoCo can use it in the pursuit of grant funding or other funding for these crossings.



To: Betsy Jacobsen, CDOT, Bicycle and Pedestrian Planning Section Manager
From: NOCO Bicycle and Pedestrian Collaborative
Date: 12/29/2017
Re: Response to CDOT Regarding Trail Connectivity and I-25 Expansion

Memorandum

This memorandum will serve as a response to your email reply on 11/28/2017 from CDOT Region 4 below:

"We certainly acknowledge the importance of coordinated planning and preservation for future expansion in infrastructure projects when the opportunity arises, such as with the North I-25 Express Lanes construction.

Unfortunately, for this project, that opportunity really doesn't present itself. The two locations that your memo discussed for accommodating a bike/ped crossing aren't being replaced. At both Box Elder and Big Thompson, we are not replacing the structures, but rather widening the existing structures to the middle to make space for the Express Lane.

Please let me know if you want to discuss more, or if you would like to set up a meeting with these folks, and regional leadership."

On December 13, 2017, the Northern Colorado Bicycle and Pedestrian Collaborative (Collaborative) agreed to reply to your email and CDOT Region 4 in the form of this memorandum. This memorandum also reflects conversations with Alex Dean, Colorado the Beautiful Manager, with regards to clarification of the requested locations for the box culverts.

Requested CDOT Investment in I-25

The Collaborative is requesting that CDOT design and fund the installation of two box culverts to preserve regional bicycle and pedestrian trail connectivity as outlined in the NFRMPO *Regional Bicycle Plan* approved by the NFRMPO Council in 2013. The NFRMPO region has invested 25% of the cost to expand I-25 to help CDOT shorten their project timeline. The Collaborative believes that CDOT should fund these improvements in a good faith effort to match the investment made by our cities and counties. CDOT has not requested a 25% local match from the communities along I-25 and I-70 that will benefit from a CDOT expansion project.

Policy Directive

On 10/22/09, the Colorado Transportation Commission passed a policy directive¹ for CDOT to “promote transportation choices by enhancing safety and mobility bicyclists and pedestrians on or along the state highway system.”

It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive.

NOCO is requesting that CDOT uphold this policy with recognition that I-25 is a significant barrier to the safety and mobility of pedestrians and bicyclists in our region. Further, the I-25 expansion provides the most cost-effective opportunity to remove this connectivity barrier for our region along two regionally significant corridors.

Mobilization

Respectfully, a generational construction project to expand I-25 presents the optimal opportunity to construct the box culverts and preserve the Front Range Trails connection to Wellington and Big Thompson Trail from Loveland to Johnstown/Weld County. NOCO is aware this project will serve to expand the roadway only. Yet, the expansion project will already expense the cost to mobilize construction equipment providing a cost savings to CDOT and the region should we have to re-mobilize to install these culverts with a separate project. Further, CDOT will have to shut down lanes of traffic along with traffic control with this project—the optimal opportunity to install culverts instead of shutting down traffic for a separate project.

Clarification of Project Locations

To clarify, NOCO is requesting box culverts (not the corresponding trail) to remove future barriers to trail connectivity in our region. NOCO requested box culverts with the intention of CDOT Region 4 selecting the most cost effective location consistent with their I-25 expansion construction plans. Alex Dean, in conversations with CDOT’s Ken Brubaker, requested that we clarify more specific locations for the culverts and the future trail corridors. NOCO would like to discuss the viability of these locations with CDOT Region 4 Project Engineers. The locations have been updated below from the previous memo.

Colorado Front Range Trail - Box Elder Creek Crossing at I-25

The **NFRMPO Regionally Significant Bike Corridor #8 (Front Range Trail West Segment A)**² would follow Box Elder Creek to connect Fort Collins to Timnath and Larimer County. The Front Range Trail would continue north through the Colorado State University Agricultural Research, Development, and Education Center (ARDEC³) to CDOT’s I-25 Wellington underpass⁴. The NFRMPO *Regional Bicycle Plan* (2013) recognizes the I-25 crossing a “Key Local Connection”. A box culvert would activate Colorado’s Front Range Trail with the ultimate connection to the Colorado-Wyoming border adjacent to Soapstone Prairie Natural Area. **Figure 2** below suggestions two possible alignments contingent on CDOT review and inclusion in the expansion project.

As with the Poudre Trail, I-25 currently impedes a regional connection to the following:

¹ Colorado Department of Transportation Division of Transportation Development. (2009). *Policy Directive - Bike and Pedestrian - 1602.0*. Retrieved from <https://nfrmpo.org/wp-content/uploads/2013-bicycle-plan-ch5-app-ab.pdf>

² North Front Range Metropolitan Planning Organization. (2013). pp 76-77. *Regional Bicycle Plan*. Fort Collins. Retrieved from <https://nfrmpo.org/wp-content/uploads/2013-bicycle-plan-ch4.pdf>

³ <http://aes-ardec.agsci.colostate.edu/>

⁴ North Forty News. (2011). *Wellington on way to getting I-25 pedestrian underpass*. Retrieved from <http://northfortynews.com/wellington-on-way-to-getting-i-25-pedestrian-underpass/>

- Colorado’s Front Range Trail connection from the Poudre Trail to northbound leg into Wellington, which may assist to bring additional resources to future trail construction. Larimer County has identified this project as a high-priority trail, as much of Box Elder Creek runs through one land owner—Colorado State University—simplifying the construction of the trail segment. Wellington and CDOT have already constructed an underpass to support this future trail into their community.
- The Colorado Visitor Center and CDOT’s Poudre Rest Area would be accessible by the future trail at the SW corner of this interchange
- A new Poudre School District middle school/high school adjacent to the Prospect Road Interchange through a voter approved bond. A safe crossing separated from the new bridge will be vital to safely connecting this school and the surrounding neighborhoods⁵
- A 177-acre parcel currently in development review with the City of Fort Collins at the Prospect Road interchange⁶



**Figure 4.8 Corridor #7
Front Range Trail (West)**

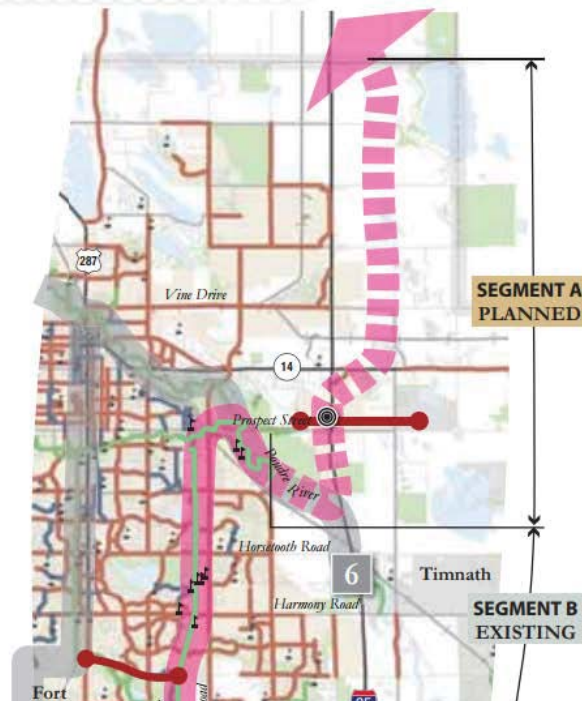
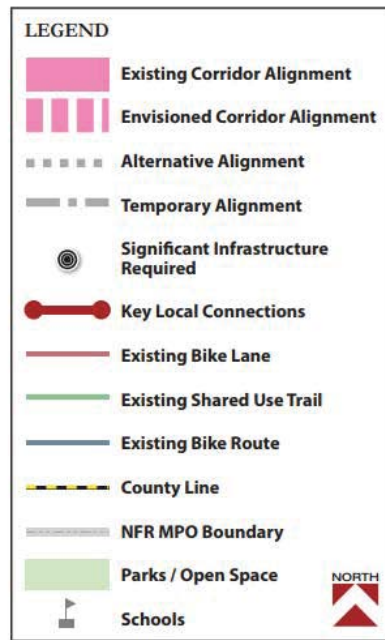


Figure 1 - Front Range Trail (West) - Segment A - Box Elder Creek Crossing of I-25

⁵ <http://www.coloradoan.com/story/news/2016/12/08/poudre-schools-375m-bond-wins-recount-whats-next/95141480/>

⁶ <http://www.coloradoan.com/story/money/business/2016/12/19/landowners-pledge-7m-prospect-25-upgrades/95608676/>

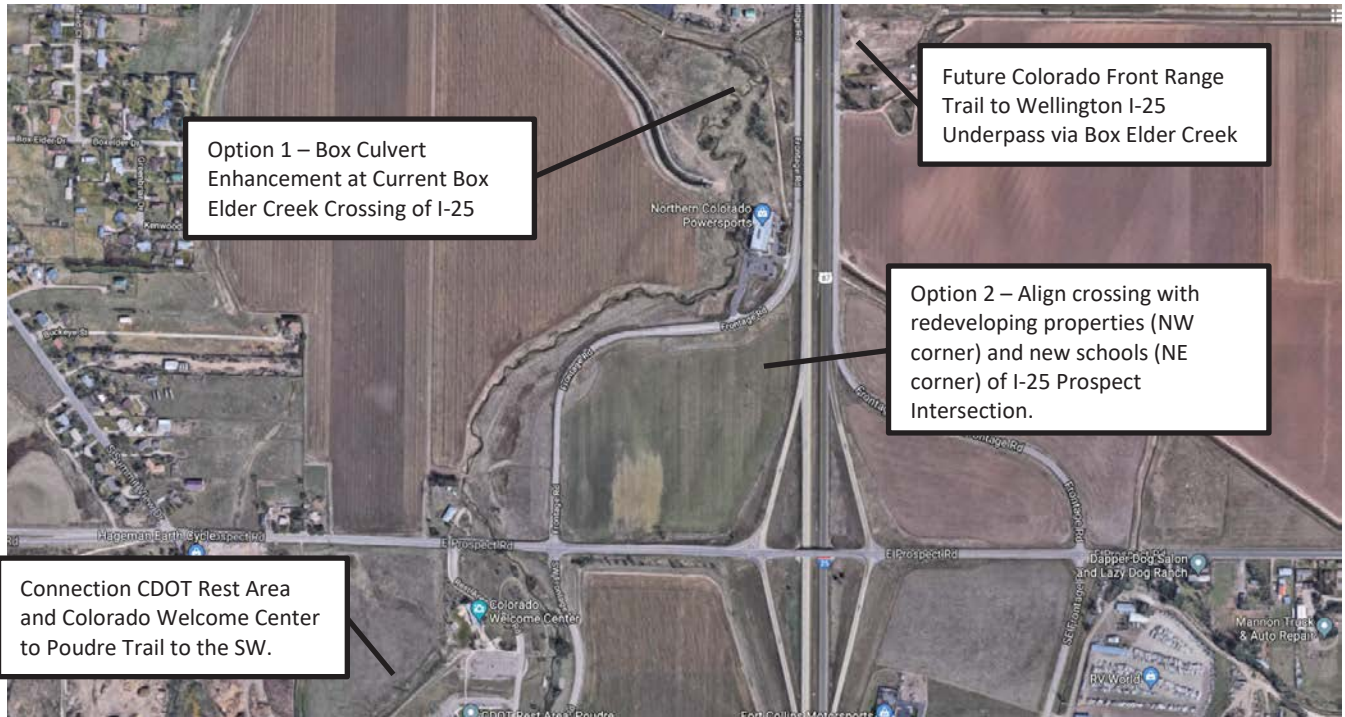


Figure 2 - Box Culvert for Box Elder Creek at I-25 (40.573120, -105.000950)

Big Thompson Crossing at I-25

The NFRMPO Regionally Significant Bike Corridor #3 (Big Thompson) Segment C/D⁷ recognizes the need for a “Key Local Connection” to cross I-25 for this trail to connect Larimer County and Weld County. A number of locations exist for crossing I-25 to support this future trail. A significant portion of the Big Thompson Trail is constructed in Loveland with an NFRMPO-funded segment in Johnstown likely to spur connection west to Loveland from the Little Thompson River. The I-25 expansion provides an opportunity to identify the most advantageous location within the proximity of the river and I-25 for the box culvert. Likewise, it would guide the completion of the Loveland section of this trail. Figure 4 below is the City of Loveland’s recommendation for the box culvert to preserve the future trail corridor.

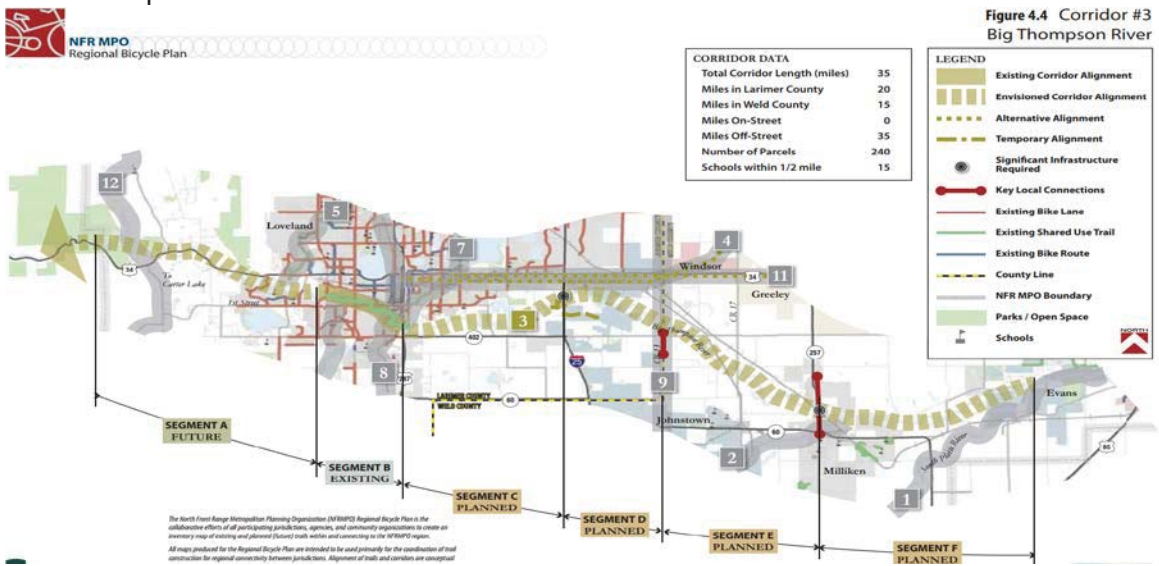


Figure 3 - Big Thompson River Trail - Segment C/D - Crossing of I-25

⁷ North Front Range Metropolitan Planning Organization. (2013). pp 61-63. *Regional Bicycle Plan*. Fort Collins. Retrieved from <https://nfrmpo.org/wp-content/uploads/2013-bicycle-plan-ch4.pdf>



Figure 4 - Box Culvert Location for Big Thompson River Corridor #3 at I-25

Next Steps

The Collaborative will present this memorandum to the NFRMPO Council on February 1st, 2018. A copy of this memorandum will be sent to Alex Dean, Colorado the Beautiful Manager at the State of Colorado to inquire about the applicability of trail funding from a recent oil and gas settlement for potential application towards these requested culverts.

The Collaborative would like to request a meeting with CDOT Region 4 at their offices to discuss the proposed box culverts along with you and Ken Brubaker. Our committee will bring 3-4 representatives to discuss next steps towards inclusion of the box culverts.

The Northern Colorado Bicycle and Pedestrian Collaborative provides guidance for bicycle and pedestrian infrastructure investments in the NFRMPO region. The committee convenes on the second Wednesday of each month at the Windsor Recreation Center from 10am – noon.

CC Ken Brubaker – CDOT
 Alex Dean – State of Colorado – Colorado the Beautiful
 Tom Glass – Western Land Group, Inc.



COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222

DATE: January 17, 2018
TO: Transportation Commission
FROM: Herman Stockinger, Director, Office of Policy and Government Relations
Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Development of Project List for Potential 2018 Ballot Question

Purpose

To discuss approach for statewide programs and review amended project lists as part of preparation for a potential ballot measure or other new funding source in 2018.

Action

Adopt a draft list of project this month, including a strategy for statewide programs. It is important to note that the resolution is written in a way that allows, and in fact states the expectation, that the list may be adjusted over time.

Background

What Has Changed Since Last Month?

Transportation advocates conducted polling in December, and have stated their continued intent to file a ballot question with the Secretary of State in late January, 2018. Additionally, it was discovered that the new federal tax law, the Tax Cuts and Jobs Act (TCJA) will likely create an uptick in state revenue, as much as \$300 million per year. On January 2, Governor Hickenlooper submitted an update to his budget request that laid out a plan to (among other things) provide the State Highway Fund (SHF) with \$148.2 million in upcoming FY '18-'19 (beginning July 1, 2018) for "high-priority state transportation projects." Moreover, he has proposed that a portion of the new state revenue (approximately \$130 million per year) be provided to the State Highway Fund on an ongoing basis.

If successful, the available revenue from the General Fund for transportation may allow transportation advocates to pursue a smaller tax question in November. A variety of transportation advocates are considering ballot questions for transportation in 2018, including a group led by the Denver Metro Chamber of Commerce. Their current plan is to file a ballot question in January 2018 with the Secretary of State. This is the first step in the process to petition onto the November 2018 ballot. Because high priority state projects are expected to be a cornerstone of the effort, CDOT has been asked to develop a list of projects that could be funded with a successful ballot question by the time they file with the Secretary of State.

The level of funding potentially available for state transportation projects is similar to what we speculated in December (up to \$360 million per year). However, the General Fund money, without an additional ballot question, would likely not be bonded against and would be more of a "pay as you go" program, which doesn't necessarily change the list of projects, but does change how the overall program would be staged and rolled out.

Both the TC and STAC agreed in December to create one list- effectively (and temporarily) tying SB 267 funds and a ballot list together into a roughly \$6 billion list, but expressed concern about a permanent linkage. Staff agrees with the concerns about tying the lists together through a November ballot vote, but based on now a potentially third source of revenue (additional state General Fund dollars) and a fourth source via a potential federal transportation funding package, we continue to believe it is important for CDOT to send a message that "regardless of the funding source- we have a list of critical transportation improvements to move Colorado forward." In fact, the FHWA recently used the ballot list as example project when asked whether Colorado would be ready to act if a federal transportation package was approved. Continuing to have this one large list of needs also allows flexibility to select projects from the list as appropriate. Adopting a draft list should also help provide legislators and other transportation advocates confidence that it is unnecessary for them to choose projects themselves.



Details & Decision Points

Creation of Statewide Strategic Programs

Both STAC and the TC supported development of statewide programs to supplement the specific project lists, and discussed many possibilities for programs, with a general agreement that \$500 million may be the right range to cover those programs. Programs considered include:

- ADA Sidewalk Improvements (curb ramps)
- Technology & Innovation (RoadX)
- Technology & Fiber
- Safety Shoulder (shoulder construction)
- Passing Lanes
- Rest Area Restoration
- Wildlife Crash Mitigation (wildlife crossing)
- Freight Improvements (small freight projects & truck parking)
- Pavement Preservation (surface treatment)
- Rockfall Mitigation
- Bike and Pedestrian Improvements

Over the last several weeks since the December special TC meeting, staff has researched and discussed the statewide program concept and made several observations which ultimately impacted the staff recommendation for this month.

Don't Spread the Money too Thin: Staff considered what it would take to fund the statewide programs in a robust way, and determined that if the programs are to have a significant impact, there should be fewer programs. For example, staff discovered that construction of new shoulders where no shoulders exist costs about \$1 million per mile of new shoulder, and Colorado has over 1,500 miles of highway with no shoulders, and more than 2,000 miles of inadequate shoulders. Additionally, laying one mile of new fiber is estimated to cost about \$400,000. Too many statewide programs will either reduce critical projects from the specific project list or reduce the impact we can make on critical needs.

Specific is Better: Programs that already have specific projects on the "ballot list" associated with them (freight corridors and passing lanes) probably don't need a statewide program as well. In some cases, Regions were finding they were reducing or dropping specific large freight or passing lanes projects in favor of a generic program to support freight and passing lanes projects.

Staff Recommendation: Remove large freight corridor projects and passing lanes projects as categories in the statewide programs fund.

Asset Management Categories: Several programs proposed for the statewide program category (rockfall and surface treatment) are existing asset categories with specific budget line items. The hope/expectation is to have a flexible pot of money (including the additional revenue projected as tax revenue grows over time) to enable us to help sustain our existing system. That can include the rockfall and surface treatment categories.

Staff Recommendation: In an effort to have only a few statewide programs, and because funding growth over time should provide funds for sustaining the existing system, remove rockfall and surface treatment as categories in the statewide programs fund. If it becomes clear no money would be made available to sustain our existing system, staff would recommend revisiting this decision.

Each Region has Different Needs: It wasn't unexpected that we learned what is most needed in one area of the state may not be what is needed in another. By specifying a dollar amount for every statewide program category, region and local partner project selection flexibility is lost. With limited dollars in programs such as the Regional Priority Program (RPP), it would be beneficial for each Region to work with their planning partners to determine how best to utilize funds for smaller projects in their area.

Staff Recommendation: Combine Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking and Wildlife Crash Mitigation into a single statewide program and allow each region the flexibility to work with their planning partners to select small projects in any of those categories based on regional need. Additionally, provide Region 1 additional specific project funds rather than funding in this small project category. This does not eliminate the possibility that some of R1's project funds may be spent on the statewide categories listed above, but funding for those would come from adjustments to their existing project list.



Embrace Specific Statewide Programs That Are Truly Statewide: Fiber & Technology and the existing but underfunded ADA Pedestrian Sidewalks commitment (curb ramps) are examples of statewide need that is best coordinated and executed at the statewide level. The ADA Sidewalk Improvement program has an unfunded commitment of \$61 million, and Fiber, Technology and RoadX-type innovation can make use of a significant amount of money to improve mobility statewide. Fiber also has the added benefit of being able to make use of public-private and public-public partnerships to stretch the funding a bit further.

Staff Recommendation: Fund Fiber & Technology and ADA Sidewalk Improvement Programs individual statewide programs.

Bike/Pedestrian Project Should Be Covered: It appears a multi-modal project category that includes a variety of items such as transit improvements will have a bike/pedestrian component.

Staff Recommendation: Remove this category from statewide programs. Should we determine there is no other source of funds for these projects, staff would recommend revisiting this decision.

Summary of Categories for \$6 Billion List					
	Base Projects \$5.5b via RPP	Additional R1 large projects instead of statewide program funds	Fiber & Technology	ADA Sidewalk Improvement Program	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation
Region 1	\$1,960,923,000	\$120,700,000	TBD	TBD	\$0
Region 2	\$1,094,643,000		TBD	TBD	\$67,660,000
Region 3	\$786,149,000		TBD	TBD	\$48,620,000
Region 4	\$1,274,640,000		TBD	TBD	\$78,880,000
Region 5	\$390,591,000		TBD	TBD	\$24,140,000
	5,506,946,000	\$120,700,000	\$100,000,000	\$61,000,000	\$219,300,000
				Total	\$6,007,946,000

Review of Project Lists

Appendix B is the current list of priority projects, totaling about \$5.6 billion, divided roughly by the RPP formula. If the Transportation Commission approves this draft list, staff will continue to refine project scopes and begin creating fact sheets for the projects which will quantify the need and benefits of each project. Highlighted in red are the projects that were reduced or adjusted in some way since you last reviewed the projects in December.

Also included are line items for statewide programs as well as a new row reflecting our statewide preservation need. This is intended to reflect and not lose track of our significant deficit in reaching the Transportation Commission’s modest Risk Based Asset Management goals.

Transit (now Multi-Modal Mobility Funds)

Ballot advocates continue to discuss transit programs. There was widespread support in failed HB 17-1242 for a “multi-modal mobility” program that would include a wide variety of alternative modes/strategies, including fixed route and on-demand transit needs (both capital and operating), bicycle and pedestrian programs, Transportation Demand Management (TDM) and innovative forms of multi-modal mobility and other multi-modal options. It is currently proposed that all funds come with a significant local/state match. Current conversations center around how to divide these multi-modal mobility funds, and three categories are rising to the top:

- **Bond for large projects:** This would be no more than a third of the multi-modal funds, and would bond for large transit and bicycle/pedestrian needs around the state. CDOT would likely be tasked with working with planning partners to determine the projects, and they would eventually be listed on the ballot. Because of the match requirement, CDOT would need to work with local partners to determine their



interest/willingness to provide a match before a project is added to the project list. Project examples could include Colfax BRT, SH 119 and SH 7 BRT, Colorado Springs downtown transit center, Glenwood Springs maintenance facility (RFTA), large commuter bike path projects, etc.

- Local decision-making: At least half of the funds would be divided around the state by some to-be-determined formula, with major metropolitan areas (like DRCOG) receiving pass-through funds from CDOT to select projects, and more rural areas (Transportation Planning Regions) helping to decide local funding through a process set up by CDOT (likely to mirror an existing selection process, such as the Transportation Alternatives Program (TAP) process.
- State-wide priorities: About 10% of the funds would go to CDOT to prioritize statewide needs, such as Bustang, Bustang Outrider, statewide transportation studies, and park and ride construction.

CDOT's Division of Transit and Rail (DTR), as well as the bicycle/pedestrian arm of the Division of Transportation Development (DTD) have been considering potential projects for the bonded portion of the multi-modal mobility funds. We will await further guidance on how to proceed, but anticipate presenting a list for adoption by the Transportation Commission in 2018.

Advisory Committee Input

The State Transportation Advisory Committee does not meet until January 26; therefore as a body, they did not provide a recommendation. However, this information was provided to all STAC members and input from their individual review will be discussed at the Transportation Commission workshop.

Options

- Option 1: TC adopts enclosed project list in January (staff recommendation)
- Option 2: TC provides feedback on projects lists for staff and recommends staff come back to TC for adoption in February
- Option 3: TC does not adopt a project list

Next Steps

- January 17-18: TC reviews and "adopts" a draft project list for the potential 2018 ballot question or other available revenue sources
- January 26: STAC meeting to review TC decisions and updated costs
- Late January: Transportation advocates expected to file a ballot question for the November, 2018 election
- February and Beyond: Staff continues to refine both highway and multi-modal mobility projects as necessary

Attachments

- Attachment A: Presentation
- Attachment B: Draft Project List
- Attachment C: Resolution for Adoption
- The entire document with attachments can be viewed at:
<https://www.codot.gov/about/transportation-commission/documents/2018-agendas-and-supporting-documents/january-2018/base-packet/1-potential-ballot-projects.pdf>

