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Technical Advisory Committee

Dave Klockeman - Chair
City of Loveland
Will Jones - Vice Chair
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Dawn Anderson - Past Chair
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Amanda Brimmer, RAQC
Aaron Bustow, FHWA
Ulysses Torres, GET
Ranae Tunison, FTA
Kaley Zeisel, Transfort
NoCo Bike & Ped Collaborative

MPO Transportation Staff
Suzette Mallette, Executive Director
Becky Karasko, Regional Transportation Planning Director
Ryan Dusil, Transportation Planner
Alex Gordon, Transportation Planner III / Mobility Coordinator
Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner

Next TAC Meeting:
 October 17, 2018
 1:00-3:30 p.m.

Town of Windsor Wi-Fi
Username: Windsor Rec Center
Public Wi-Fi
Password: password

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)
 MEETING AGENDA**

September 19, 2018
 Windsor Community Recreation Center
 250 N. 11th Street—Pine Room
 Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of August 15, 2018 Meeting Minutes (*Page 2*)

CONSENT AGENDA:

- | | |
|---|---------|
| 4. FY2018-FY2019 UPWP Amendment #3 (<i>Page 9</i>) | Karasko |
| 5. 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) (<i>Page 14</i>) | Martin |

ACTION ITEMS:

- | | |
|--|-------|
| 6. September 2018 TIP Amendment (<i>Page 19</i>) | Kealy |
| 7. 2018 Call for Projects Process (<i>Page 24</i>) | Kealy |

PRESENTATION:

- | | |
|------------------------|-----------------|
| 8. CDOT Smart Mobility | Bob Fifer, CDOT |
|------------------------|-----------------|

DISCUSSION ITEMS:

- | | |
|---|--------|
| 9. 2045 Regional Transit Element (RTE) (<i>Page 26</i>) | Gordon |
| 10. FY2018 TIP Projects Review (<i>Page 34</i>) | Kealy |

OUTSIDE PARTNERS REPORTS (*verbal*):

- | | |
|--|-------------------------|
| 11. NoCo Bike Ped Collaborative (<i>Page 37</i>) | (Written Report) |
| 12. Regional Transit Agencies | |
| 13. Senior Transportation | |
| 14. Regional Air Quality Council | |

REPORTS:

- | | |
|--|-----|
| 15. Transportation Ballot Initiatives Update | All |
| 16. Roundtable | All |

MEETING WRAP-UP:

17. Final Public Comment (*2 minutes each*)
18. Next Month's Agenda Topic Suggestions

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

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

**August 15, 2018
1:01 – 3:25 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Kelley Grubbs - RAQC
Mitch Nelson – Severance
Rusty McDaniel – Larimer County
Karen Schneiders – CDOT
Dennis Wagner – Windsor
Kailey Zeisel – Transfort/Fort Collins alternate

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Eric Fuhrman – Timnath
Wendy Heywood – LaSalle
Tim Kemp – Fort Collins
Katy Mason – LCOA
Fred Starr – Evans
Ranae Tunison – FTA
Town of Milliken

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Suzette Mallette

IN ATTENDANCE:

Allison Baxter – Greeley
Marissa Gaughan – CDOT
Alana Koenig – CDOT
Katrina Kloberdanz – CDOT
Ulysses Torres - GET

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JULY 18, 2018 TAC MINUTES

Karasko stated Brimmer submitted a change to the July RAQC report. Anderson moved to approve the June 20, 2018 TAC minutes as amended. The motion was seconded by Jones and approved unanimously.

CONSENT AGENDA

Target Setting for PM2 (Pavement and Bridge Condition Measures) and PM3 (Performance of NHS, Freight, and CMAQ Measures) Targets – Jones asked if Gordon will be adding asterisks denoting clarification of the definitions for some performance measures, as discussed at the July 18, 2018 TAC meeting. Gordon stated he added the clarification in the August Planning Council packet. McDaniel moved to recommend Planning Council set targets by supporting the adoption of the Statewide targets for PM2 and PM3. The motion was seconded by Wagner and approved unanimously.

DISCUSSION

2018 Call for Projects Process – Kealy stated TAC discussed the 2018 Call for Projects at the June and July TAC meetings. The Draft Guidebook for the 2018 Call for Projects was included in the TAC packet and identified eligible entities, eligible project types, project requirements, and scoring criteria for each funding program. The Guidebook carries forward most of the policies from the 2016 Call for Projects with a few changes.

Kealy stated CMAQ emissions formulas are not included in the Guidebook. CDOT is currently working with entities who distribute CMAQ funds to identify recommended toolkits. The entities hope to meet again in the next month and Kealy will bring an update to the September 19, 2018 TAC meeting.

Anderson asked if the CMAQ formulas will be brought back as a Discussion Item. Kealy stated it will come back as an Action Item so the Call can open in October.

Kealy stated the EPA's Diesel Emissions Quantifier (DEQ) tool will not be considered moving forward as it is not well regarded for evaluating alternative fuel vehicle project estimations because it does not have CNG-specific factors.

Kealy outlined the schedule provided in the TAC packet. Projects touching a state highway must submit a 1-2 page mini-application form to Schneiders by October 31, 2018. The form will be provided by NFRMPO and will request a basic description of project scope, budget, and timeline. Schneiders stated this requirement helps CDOT determine if there are opportunities to partner with local agencies, make projects more efficient, ensure they are consistent with State plans, and allow time for sponsors to reconcile issues before the application is due to the NFRMPO. Kealy added project sponsors can submit any project to CDOT if they wish, but it is only required if the project touches a state highway.

Kealy stated the 2018 Call for Projects Application due date is delayed slightly to allow time for Planning Council to approve the process and create a window for project sponsors whose project submissions may hinge on the outcome of ballot initiatives related to transportation funding.

Schneiders asked if there will be experts on environmental mitigation and historic/scenic transportation at the December NoCo Bike & Ped Collaborative meeting. Kealy stated NoCo Bike & Ped will only score the bike/ped-related projects and any projects from the other Transportation Alternatives (TA) project categories will be scored by the committee formed of TAC members.

Kealy stated the proposed Planning Council approval on February 7, 2019 would allow for air quality conformity and TIP adoption in the spring. Karasko added project sponsors will make a short, informal presentation to the Planning Council at the January 3, 2019 meeting, as has been done in previous Calls. Mallette asked if it is still a useful exercise. Anderson stated it is worthwhile. Jones agreed, adding it helps Planning Council members see the breadth of projects happening across the region.

Anderson asked if the NoCo Bike & Ped Collaborative will present their recommendation at the December 19, 2018 TAC meeting. Kealy responded they will.

Kealy stated she will send an email soon to select a date for the CMAQ and STBG project scoring meeting.

Klockeman suggested the STBG Community Targets page of the TAC packet be highlighted for Planning Council when they discuss the process at their October 4, 2018 meeting. Kealy stated the formula and process is unchanged from the 2016 Call, but population estimates have been updated to 2016 figures. Mallette explained the purpose of the additional allowable request allows the next best unfunded project to be funded if awarded funds are returned for any reason.

Klockeman suggested the Additional Allowable Request column be removed when presented to Planning Council to simplify the table. Kealy stated she will make this change.

Kealy explained another change to the process is requiring all CMAQ and STBG projects to demonstrate contribution toward achievement of a federally required performance measure, and adding a scoring criterion for "Contribution to Target Achievement." Mallette asked to what extent project

sponsors need to demonstrate achievement to the targets. Kealy stated it is up to the project sponsor to provide adequate data to demonstrate how their project contributes to the targets. Gaughan asked if the "Contribution to Target Achievement" criterion creates double counting with the Emissions Benefit criteria. Kealy stated the new criterion allows project sponsors to demonstrate benefits beyond emissions, such as congestion or multimodal, not captured by the emissions criteria. Bustow suggested the wording be changed to make clear the criterion applies to more than just one target. Kealy noted the federally required measures have different coverage areas, such as the National Highway System (NHS) or all public roads, and are identified in the Guidebook.

Malette requested TAC members review the criteria weighting for STBG. Jones suggested the possible points for safety for small communities be increased to 30 to match the large community value. To balance this increase, five points will be taken away from system preservation.

Malette stated economic development is a new criterion for STBG. Schneiders suggested it will be difficult to objectively score a project based on economic development impacts. Kealy stated it can be a qualitative measure. Schneiders stated the other criteria lend themselves better to quantitative analysis. Kealy stated she will make clear in the STBG form the economic development criterion is narrative and qualitative.

Kealy stated CMAQ projects requiring issuance of a Buy America Waiver will be prohibited. Schneiders stated this requirement should be expanded to all federal-aid projects. Bustow clarified it should be for vehicle waivers, specifically. Kealy stated she would change the language and add this requirement to all funding programs.

Schneiders stated ITS projects must comply with or support the regional ITS Architecture. Jones asked if this applies only to projects touching state highways. Kloberdanz stated it is anything CDOT would be expected to maintain and anything tying into their system. Kealy stated she thought all ITS projects had to comply with the architecture, even if they are not on state facilities. Gaughan stated Bob Fifer with CDOT Transportation Systems Management & Operations (TSM&O) may be a good person to speak with. Karasko stated she would talk with him. Bustow added all ITS projects with federal-aid must have Systems Engineering Analysis (SEA) performed.

Kealy stated the NoCo Bike & Ped Collaborative reviewed the criteria used in the 2016 Call for Projects and may be revising the weighting, which will be brought to the September TAC meeting. Malette asked how non-bike/ped TA applications will be scored. Kealy stated those have not been set up. Malette suggested the section title be changed to specify these requirements only apply to bike/ped TA applications. Gaughan stated CDOT has scoring criteria for the three different TA project categories which could be serve as a template for environmental mitigation or historic/scenic transportation activities projects. Kealy stated she will note this in the guidebook.

Kealy stated the eligible roadways are the federal-aid eligible portions of the 2040 Regionally Significant Corridors (RSCs). Kealy stated reclassification of non-federal-aid eligible roadways will likely not happen in time for this Call. Karasko added the reclassification will happen in time for the adoption of the *2045 Regional Transportation Plan (RTP)*.

Kealy stated at the last TAC meeting RAQC requested a set-aside of STBG funds for ozone air quality modeling. RAQC currently receives \$600,000 from DRCOG over four years and is requesting \$50,000 to \$100,000 over two years from the NFRMPO. The funding would be used for State Implementation Plan (SIP) modeling and ozone sensitivity analysis. Kealy stated the difference in funding between DRCOG and NFRMPO considers the difference in size between the two regions. Kealy stated this request will go to Planning Council as a Discussion Item at their September 6, 2018 meeting. Malette suggested TAC members discuss this with the Planning Council members ahead of that meeting. Grubbs stated the North Front Range emissions are 15 percent of the total inventory and \$100,000 is 14 percent of the need for modeling platform, coming out to \$25,000 a year for four years. Malette suggested the funding be approved for four years, then reevaluated.

Kealy asked if the STBG criteria and requirements adequately supported any potential I-25 application. TAC members agreed that they did.

Mallette asked whether, with such limited TA funds (\$330,816 a year), the NoCo Bike & Ped Collaborative should submit applications for their top-priority projects rather than having individual agencies submit several applications. Dusil stated the requirement for bike/ped projects to be on one of twelve Regional Non-Motorized Corridors (RNMCS) may limit the number of applications submitted. Mallette stated the reason for only one TA project application in 2016 may have been due to confusion over who was charged with submitting the project. Kealy stated leaving the application to local agencies ensures a competitive process.

FY2018-FY2019 UPWP Amendment #3 – Karasko explained Task 2.11 was updated and Task 4.5 was added for FY2019 in the *FY2018-FY2019 UPWP*. For Task 2.11, funding would be carried forward from FY2018 to FY2019. The project is on Harmony Road/WCR74 and is being led by the Town of Severance. Task 4.5 is a new project funded through an FTA §5304 grant, a National Aging and Disability Transportation Center (NADTC) grant, and a local match from Larimer County. The partners working on this project will include Larimer County, the NFRMPO, and the Partnership for Age-Friendly Communities (PAFC). The Finance Committee will review the FY2019 Budget Amendment on September 20, 2018 and it will go to Planning Council for approval at their October 4, 2018 meeting.

North Front Range Regional Rail Concept – Karasko stated Randy Grauberger of WSP presented to TAC on the North Front Range Regional Rail Concept along the Great Western Rail Corridor between Greeley and Fort Collins at the June 20 TAC meeting. Communities along the corridor held a meeting in June to discuss the project and next steps. Jones stated Planning Council members Horak and Casseday have shown interest in the concept. Karasko stated the regional rail concept is in the fiscally-unconstrained scenario for the *2045 RTE*. Mallette asked who would lead the charge. Jones stated he envisions the NFRMPO initiating a feasibility study and demand analysis study.

Jones recommended TAC members and NFRMPO staff work together on a presentation for the October 4, 2018 Planning Council meeting. The presentation will highlight potential roles, funding mechanisms, and next steps for a rail study. Jones stated the initial estimate for a study was between \$300,000 and \$500,000. Karasko stated some components could be handled in-house. Mallette asked whether the study will be community-driven rather than developer-driven. Jones stated the developers helped initiate the conversation, but the communities will be pursuing the study.

McDaniel asked where the money would come from for the study. Klockeman suggested bringing information to the Planning Council. Jones stated he would be willing to present on behalf of TAC with help from NFRMPO staff. Schneiders recommended Commissioner Gilliland be involved in the presentation as well. Mallette suggested presenting funding options in the presentation. Jones stated he would like to bring the presentation to TAC first to ensure it represents the group's interests. Jones and NFRMPO staff will bring a presentation to the September 19, 2018 TAC meeting for review, then present at the October 4, 2018 Planning Council meeting.

2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) – Gordon presented a revised GOPMT framework with recommendations from the July 18, 2018 TAC meeting incorporated. Martin and Gordon consolidated the Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS) into one objective called "Optimize the transportation system." The *2045 RTP Policies* were also removed from the framework, to be developed separately at a later date. Safety performance measure targets were approved by Planning Council in February and Gordon presented to Planning Council on bridge condition, pavement condition, congestion, and air quality performance measure targets at their August 2, 2018 meeting. Planning Council asked whether reliability is the best way to measure congestion.

Gordon asked for feedback from TAC on the MPO-specific performance measures and targets. Gordon stated the population living within paratransit and demand response service area was at 63 percent at the 2016 benchmark, with a target of 75 percent in 2045. Gordon stated the target was originally set at 85 percent, but was lowered after consulting with the transit agencies. Jones asked how private

services can be measured. Zeisel suggested looking solely at public providers for ease of data monitoring.

Dusil stated the benchmark for non-motorized facility miles, including trails, shared-use paths, bike lanes, and sidewalks is at 3,352 miles based on the NFRMPO's 2016 GIS inventory. The 2045 target is set at 5,016 miles, assuming the build out of all RNMCs, build out of most other trails/shared-use paths, addition of bike lanes based on community road design standards, and additional sidewalks based on an assumption that all new local and major roads will be constructed with sidewalks. The target represents a 50 percent increase in the 2016 non-motorized facilities. Dusil stated he presented this target to the NoCo Bike & Ped Collaborative at their August 8, 2018 meeting and they found it to be appropriate.

Dusil stated the NFRMPO will be required to set a target for non-single-occupancy-vehicle (SOV) travel in 2022, so NFRMPO staff is proposing a performance measure related to the percent of commute trips made via a non-SOV mode. Non-SOV modes include carpooling, public transportation, taxicab, motorcycle, bicycle, walk, work at home/telecommute, and other. The 2016 benchmark of 23.1 percent is based on 2011 – 2016 American Community Survey (ACS) 5-Year estimates of journey to work responses. Dusil stated although the trend is relatively flat, most other MPOs with a target for this performance measure aim for a five to 10 percentage point increase from the baseline benchmark by the plan's horizon year. This would put the NFRMPO between a 28 percent and 33 percent non-SOV mode share in 2045. The NoCo Bike & Ped Collaborative also reviewed this target and asked for a target higher than 33 percent. Dusil asked whether TAC would like to adopt this performance measure and target now and, if so, what methods and data sources they would like to consider. Bustow asked to see how the percentages translate to number of commuters. Dusil stated the calculations were made using DOLA estimates and projections, as well as ACS estimates of workforce-age population. Klockeman stated Larimer County's population is aging, which may be problematic for a more ambitious target. Dusil stated Weld County's population is getting younger, but did not look to see how these trends between counties would offset one another in the projections. Mallette added the mode shares are quite different between communities in the region.

Klockeman stated it is hard to envision a 33 percent non-SOV mode share, as it is almost a 50 percent increase from today. McDaniel stated 30 percent may also be too high. Brothers suggested 25 percent. Gordon stated in 2022 the target will be reevaluated and set over a four-year period. Mallette added the reporting is done in one-year increments. Wagner supported a target of 25 percent and TAC concurred.

Gordon stated the benchmark for fixed-route revenue hours per capita within service areas is set at 0.65 based on 2016 National Transit Database (NTD) reports. Gordon explained this is a measure of how many hours the service is operating along routes with designated stops per capita and is a measure of the service provided, not how well it is used. Torres and Zeisel stated the target is reasonable. Gordon added services like the Poudre Express and other efforts will help achieve this target.

Gordon stated Daily Vehicle Miles Traveled (VMT) per capita is calculated as Daily VMT divided by the 2016 DOLA population and the target is to stay at or below the 2016 benchmark of 24. TAC members agreed on the target.

Gordon stated the Travel Time Index (TTI) measures how peak period speeds compare to free flow speeds on RSCs, on average. The benchmark for the percent of peak period speeds on RSCs under 1.5 times the free flow speed, on average, is 90 percent for 2017, according to INRIX data. The target is to maintain this to 2045, meaning a 10-minute drive in free flow conditions would not take more than 15 minutes during the peak period, on average.

Gordon stated NFRMPO staff is proposing two new performance measures to address national goals. The first is on project delivery. Schneiders stated there are three options for measuring project delivery: 1) the date the project is accepted by the local agency from the contractor, 2) the FHWA end date after which there is no more federal-aid reimbursement, or 3) closure date by which all paperwork is complete

and CDOT shuts it down in their system. CDOT staff and NFRMPO staff will work together to refine the measure.

Gordon stated NFRMPO staff is waiting on data from CDOT to see what percent of the National Highway System (NHS) is covered by ITS. Klockeman asked how ITS is defined. Schneiders stated there could be many interpretations. Gaughan suggested a presentation to TAC from Bob Fifer on how CDOT views ITS. NFRMPO staff will revisit how to define this and report back to TAC.

2045 Regionally Significant Corridors (RSCs) – Kealy requested communities notify NFRMPO staff of the roadways they will be requesting reclassifications of from CDOT by September 5, 2018. Greeley, Weld County, and Loveland will potentially be submitting reclassifications. The 2045 RSCs will return to TAC as an Action Item prior to March 2019 to allow the completion of the *2019 Congestion Management Process (CMP)* in spring 2019 and, if possible, after the reclassification process is complete.

2045 Regional Transportation Plan (RTP) Process and Schedule – Karasko highlighted the anticipated completion dates for components of the *2045 RTP*, stating TAC involvement will vary by component, but only final drafts will be brought to TAC for review, whereas all chapter drafts were brought to TAC for review for the *2040 RTP*. Karasko asked to what extent TAC wants to be involved with individual components. Klockeman asked how the content of the *2045 RTP* will compare to that of the *2040 RTP*. Karasko stated it will be structurally similar with additions and changes required by the FAST Act, three additional chapters, and changes based on feedback received during the last FHWA certification review. Klockeman stated it would be helpful to have major changes from the *2040 RTP* highlighted along the way for TAC and Anderson agreed.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – A written report was provided.

Regional Transit Agencies – Zeisel thanked CDOT and NFRMPO for providing letters of support for Transfort's application for the FTA's FY2018 Bus and Bus Facilities Discretionary Program, funding "Accessible Infrastructure Enhancement Project."

Schneiders reported Bustang to Broncos games has begun. Brothers asked where it stops. Schneiders responded the Downtown Transit Center and Harmony Transfer Center in Fort Collins, and the US34 Park-n-Ride in Loveland.

Klockeman stated Loveland has a conference call with Jeff Sanders of CDOT's Division of Transit and Rail (DTR) to discuss upcoming grant opportunities.

Senior Transportation – Gordon stated a Bustang travel training is scheduled for October 4, 2018. Gordon stated coordination for the travel training is underway with Transfort, COLT, Berthoud Mayor Will Karspeck, the Rocky Mountain Student Media, and Partnership for Age-Friendly Communities (PAFC).

Regional Air Quality Council – Grubbs stated new RAQC Director, Mike Silverstein, will begin at the end of August. Funding is available for the Commercial Lawn and Garden Equipment Program through the end of 2018. The Alt Fuels Colorado Grant Request for Applications will remain open until September 27, 2018. The Denver-North Front Range 8-hour Ozone Nonattainment Area will not reach attainment this year.

REPORTS

Transportation Ballot Initiatives Update – Klockeman stated both statewide initiatives got enough petition signatures to go on the November ballot, pending verification. Mallette stated Sandra Solin with the Northern Colorado Legislative Alliance (NCLA) will be presenting the pros and cons of each initiative at the September 6, 2018 Planning Council meeting. Mallette added CDOT has developed fact sheets on the funding scenarios.

ROUNDTABLE

Karasko stated the next Model Steering Team (MST) meeting will be August 29, 2018 in the NFRMPO office. The MST will be reviewing land use model outputs.

Kloberdanz stated CDOT is soliciting intersections from cities, counties, and the NFRMPO by Friday, August 17 for evaluation in an intersection prioritization study.

Gaughan stated Betsy Jacobsen recently sent information to Karasko and Mallette on an America Walks grant opportunity for medium-sized cities to help with the development and implementation of pedestrian safety plans.

Kealy stated she will be sending an email soon on the project delay review process and it will be discussed at the September 19, 2018 TAC meeting.

Gordon stated he and Martin will be sending a draft of the *2045 Regional Transit Element (RTE)* out by the end of the week and would like TAC to review it by September 3, 2018.

Wagner stated Harmony Road east of WCR13 will be closed for up to nine days so the developer can widen the first half mile.

Mallette stated the Planning Council will be discussing at their September 6, 2018 meeting their local priorities for the 40 percent of the funding from Initiative 153, the Metro Mayors' Sales Tax, to be set aside for local governments. TAC members should expect questions from Planning Council members ahead of that meeting.

Anderson stated Weld County has a new Transportation Planner starting August 16.

Klockeman stated Loveland received seven proposals for the update of their 2012 Transportation Plan, 2012 Bicycle and Pedestrian Plan, and 2009 Transit Plan. Updating these plans will likely take 15-16 months.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Consent Items will include the FY2018 – FY2019 UPWP Amendment #3 and the 2045 GOPMT; Action Items will include the September TIP Amendment and the 2018 Call for Projects Process; Presentations will include Clean Cities from Sheble McConnellogue and Regional Ozone Planning and Outreach from Amanda Brimmer and Sarah Goodwin; and Discussion Items will include the Regional Rail Concept, the *2045 Regional Transit Element (RTE)*, the Delayed FY2018 TIP Projects Review, and the Non-Motorized Project List for the *2019 Statewide Bicycle Plan*.

Meeting adjourned at 3:25 p.m.

Meeting minutes submitted by:

Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, September 19, 2018 at the Windsor Recreation Center, Pine Room.



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Mobility Coordinator
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Sarah Martin, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Becky Karasko
Date: September 19, 2018
Re: FY2018-2019 Unified Planning Work Program (UPWP) Amendment #3

Background

NFRMPO staff has updated two Tasks and Products for FY2019 in the FY2018-FY2019 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2019 Budget Amendment on September 20, 2018. The updated FY2019 Tasks and FY2019 Budget will go to Planning Council for approval at the October 4, 2018 Planning Council meeting.

The two updated FY2019 Tasks (*Task 2.11 Local Transportation Plan* and *Task 4.5 Larimer County Senior Transportation Implementation Plan*) are provided as an attachment to this memo. These Tasks were discussed at the August 15, 2018 TAC meeting and the September 6, 2018 Planning Council meeting. No comments were received at either meeting.

The full FY2018-2019 UPWP, approved by Planning Council on May 3, 2018, may be accessed here: <http://bit.ly/2FAMGQh>.

Action

NFRMPO staff requests TAC members review the updated FY2019 Tasks and Deliverables and recommend Planning Council Approval at their October 4, 2018 meeting.

FY 2019 UPWP Amendment 3

2.11 LOCAL TRANSPORTATION PLAN

OBJECTIVE

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the NFRMPO have lacked resources to prepare transportation plans and this allows funding and NFRMPO staff support in the development of those plans.

METHOD

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. NFRMPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

OVERALL IMPACT/INTENT

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

2019 PRODUCTS

1. Attendance at Steering Committee meetings
2. Reviews of draft documents
3. Review of final document
4. Incorporation of plan in future NFRMPO planning process

FY 2019

PERSON/WEEKS: 5

2019 BUDGET:

Personnel	\$12,500
Other Direct	25,000
Indirect	<u>3,173</u>
Total	\$40,673

2019 DISTRIBUTION

Federal	
CPG (82.79%)	\$33,673
Local match (17.21%)	<u>7,000</u>
Total	\$40,673

OTHER DIRECT:

Out of State Travel	0
Consultant	25,000
Other	<u>0</u>
Total	\$25,000

4.5 LARIMER COUNTY SENIOR TRANSPORTATION IMPLEMENTATION PLAN

OBJECTIVE:

This task builds on work done by the Larimer County Office on Aging (LCOA) and Larimer County Engineering Department on the *Larimer County Senior Transportation Needs Assessment*. The Implementation Plan will craft an outreach program, draft a business and financial plan, and make recommendations about potential pilot projects based on the recommendations in the *Needs Assessment*.

METHOD:

NFRMPO staff will work with staff from the Partnership for Age-Friendly Communities (PAFC), the Larimer County Department of Health and Environment, Rural Alternatives for Transportation (RAFT), Larimer County Office on Aging, and Larimer County Community Development. The group currently meets as the Larimer County Senior Transportation Work Group.

The NFRMPO will follow agency procurement policies to issue a Request for Proposals to hire a consultant who will carry out the software evaluation and the Business/Implementation Plan. The consultant will report to the assigned project manager and the Larimer County Senior Transportation Work Group. The RFP will be written to ensure a timeline and deliverables that match the Scope of Work developed with CDOT and NADTC.

OVERALL IMPACT/INTENT:

The intent of the Larimer County Senior Transportation Implementation Plan is to develop a business and financial plan improving transportation throughout Larimer County to medical, employment, and other destinations particularly for seniors, people with disabilities, veterans, and low-income individuals.

FY2019 PRODUCTS:

1. Report recommending software/program for Inclusion in Business/Financial Plan
2. Develop inclusive outreach program
3. Business and Financial Plan
4. Final Implementation Plan

FY 2019

PERSON/WEEKS: 4

2019 BUDGET:

Personnel	\$3,500
Other Direct	\$77,500
Indirect	<u>0</u>
Total	\$81,000

2019 DISTRIBUTION:

Federal	
5304	\$40,000
5304 match	\$16,000
NADTC	\$20,000
NADTC match	<u>\$5,000</u>
Total	\$81,000

2019 OTHER DIRECT:

Out of State Travel	\$3,000
Consultant	\$74,000
Other	<u>\$500</u>
Total	\$77,500



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Alex Gordon, Transportation Planner III/
Mobility Coordinator
Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Sarah Martin

Date: September 19, 2018

Re: **2045 Goals, Objectives, Performance Measures, and
Targets (GOPMT)**

Background

NFRMPO staff brought the *2045 Goals, Objectives, Performance Measures, and Targets (GOPMT)* to TAC at the June, July, and August 2018 meetings. The August TAC discussion focused primarily on proposed NFRMPO-specific performance measures and targets.

The NFRMPO-specific measures and targets were developed to help assess progress toward NFRMPO goals and objectives not covered by the federally-required performance measures. TAC requested more information on two measures: *MPO-funded projects delivered on or before scheduled* and *percent NHS miles covered by ITS*.

NFRMPO staff worked with CDOT and local agencies to clarify these two measures, which are reflected in **Attachment A** as:

- 1) Miles of fiber for connected roadways; and
- 2) Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters.

Several measures to assess the implementation of the *CDOT Region 4 ITS Architecture Plan* were considered for inclusion in the *2045 GOPMT*. With input from local agency staff and CDOT, it was decided *miles of fiber for connected roadways* is the most appropriate performance measure, since fiber is often a prerequisite for other road-way technologies. The region currently has over 45 miles of fiber for connected roadways.

With input from CDOT, *federally-funded projects...reported as financially inactive for more than three quarters* was chosen as the performance measure to track project delivery because it allows for unexpected project delays, while still holding local agencies responsible for moving projects forward in a timely manner. In 2017, there were no federally-funded projects within the region reported as financially inactive for more than three quarters.

The NFRMPO is required to set Transit Asset Management (TAM) targets by October 1, 2018. NFRMPO staff worked with COLT, GET, and Transfort to set regional TAM targets, which are incorporated into **Attachment A** as well. Including recommended changes from TAC, NFRMPO staff proposes the 2045 GOPMT shown in **Attachment A** for TAC recommendation to Planning Council.

The GOPMT was taken to Planning Council for Discussion in September and no questions or comments were received. The GOPMT is expected to be adopted by Planning Council at their October 4th meeting. Planning Council adoption in October will enable the 2045 GOPMT Framework to replace the 2040 GOPMT Framework in *the 2018 Call for Projects Scoring Criteria* prior to the Call opening on October 9, 2018.

Action







Staff requests TAC recommend Planning Council adopt the 2045 GOPMT Framework at their October 4, 2018 meeting.




Attachment A

Value Statement

We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users and that protects and enhances the region’s quality of life and economic vitality.

	Goal Area 1 Economic Development Quality of Life				Goal Area 2 Mobility			Goal Area 3 Multi-Modal			Goal Area 4 Operations			
MPO GOAL	Foster a transportation system that supports economic development and improves residents’ quality of life				Provide a transportation system that moves people and goods safely, efficiently, and reliably			Provide a multi-modal system that improves accessibility and transportation system continuity			Optimize operations of transportation facilities			
NATIONAL GOALS	Infrastructure Condition				Safety			Infrastructure Condition			Congestion Reduction			
	Freight movement and economic vitality				Congestion Reduction			System Reliability			Freight Movement and Economic Vitality			
	Environmental Sustainability				System Reliability						Reduced Project Delivery Delays			
OBJECTIVES	Conform to air quality requirement	Maintain transportation infrastructure and facilities		Increase investment in infrastructure	Reduce number of severe traffic crashes	Reduce congestion	Improve travel time reliability	Support transportation services for all including the most vulnerable and transit-dependent populations	Increase mode share of non-single occupancy vehicles (SOV) modes	Develop infrastructure that supports alternate modes and connectivity	Optimize the transportation system	Enhance Transit Service in the NFR region	Reduce project delivery time frame	
PERFORMANCE MEASURES & TARGETS	5	2	3	T-1 T-2 T-3	6	1	4	4	6	6	6	4	6	6

	PERFORMANCE MEASURE	STATEWIDE TARGET	NFRMPO REGION TARGET
1 	SAFETY		
	Number of Fatalities	610	
	Fatality rate per 100 million vehicle miles traveled	1.2	
	Number of serious injuries	3,350	Adopted State Targets
	Serious injury rate per 100 million vehicle miles traveled	6.79	
	Number of non-motorized fatalities and serious injuries	586	
2 	PAVEMENT CONDITION		
	Percent of pavement on interstate System in good condition	47%	
	Percent of pavement on interstate System in poor condition	1%	Potentially adopting State Targets
	Percent of pavement on non-interstate NHS in good condition	51%	
	Percent of pavement on non-Interstate NHS in poor condition	2%	
3 	BRIDGE CONDITION		
	Percentage of NHS bridges classified as in good condition	44%	
	Percentage of NHS bridges classified as in poor condition	4%	Potentially adopting State Targets
4 	RELIABILITY (System Reliability and Freight Movement)		
	Percent of person-miles traveled on Interstate system that are reliable	81%	
	Percent of person-miles traveled on non-Interstate NHS that are reliable	64%	Potentially adopting State Targets
	Truck travel time reliability index	1.5	
5 	AIR QUALITY (CMAQ)/ENVIRONMENTAL SUSTAINABILITY		
	VOC Reduction	105 kg/day	
	Carbon Monoxide (CO) Reduction	1,426 kg/day	Potentially adopting State Targets
	Nitrogen Oxides (NOx) Reduction	105 kg/day	
6 	NFRMPO-SPECIFIC		
	Population and essential destinations within paratransit and demand response service area within the MPO boundary		At least 75%
	Non-motorized facility miles		Increase by 50%
	Percent of non-single occupant vehicle commute trips		At least 30%
	Fixed-route revenue hours per capita within service areas		Increase by 10%
	Daily VMT per capita		Daily VMT per capita ≤ 24
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters		0
Travel Time Index on RSCs		90% of RSCs have a TTI ≤ 1.5	
	Miles of fiber for connected roadways		250 miles

TRANSIT PERFORMANCE MEASURE AND TYPE		Transfort ULB	Transfort Target	Statewide Tier II Plan ULB	Statewide Tier II Plan Target
T-1 	PERCENT REVENUE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK				
	Bus	15		14	20%
	Articulated Bus	17		14	-
	Cutaway	12	25%	10	7% - 20%
	Automobile	10		8	50%
	Minivan	10		8	38%
Truck/SUV	10		8	-	
T-2 	PERCENT SERVICE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK				
	Automobile				
Truck and other rubber tire vehicles	10	25%	8 to 14	28%	
T-3 	PERCENT PASSENGER AND MAINTENANCE FACILITIES RATED BELOW CONDITION 3				
	Passenger Facility				
	Passenger Parking		25%		
	Maintenance Administrative				19%

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By																																												
September 19, 2018	September 2018 TIP Amendment	Medora Kealy																																												
Objective / Request Action																																														
To recommend Planning Council approval of the September 2018 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																																												
Key Points																																														
<p>NFRMPO staff received four Amendment requests for the September 2018 TIP Amendment cycle. CDOT R4 is requesting to add one project and revise one project:</p> <ul style="list-style-type: none"> Adding the <i>I-25: SH7 to SH1</i> project with \$20M SB1 state funding. <p>Table 1: I-25: SH7 to SH1 Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$20,000</td> </tr> <tr> <td>Total</td> <td>\$20,000</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>North I-25: Design Build</i> project by adding \$6M SB267 state funding in FY19-FY21 and adding \$19M SB1 state funding in FY19. <p>Table 2: North I-25: Design Build Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$15,600</td> <td>\$0</td> <td>\$15,600</td> </tr> <tr> <td>Federal/State</td> <td>\$41,235</td> <td>\$0</td> <td>\$41,235</td> </tr> <tr> <td>State</td> <td>\$144,000</td> <td>\$25,000</td> <td>\$169,000</td> </tr> <tr> <td>Local</td> <td>\$106,000</td> <td>\$0</td> <td>\$106,000</td> </tr> <tr> <td>Total</td> <td>\$306,835</td> <td>\$25,000</td> <td>\$331,835</td> </tr> </tbody> </table> <p>The City of Fort Collins is requesting to add one project:</p> <ul style="list-style-type: none"> Adding the <i>Bus Stop ADA Upgrades</i> project with \$400K local funding in FY19-FY22. <p>Table 3: Bus Stop ADA Upgrades Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Local</td> <td>\$400</td> </tr> <tr> <td>Total</td> <td>\$400</td> </tr> </tbody> </table> <p>The NFRMPO is requesting to add one project:</p> <ul style="list-style-type: none"> Adding the <i>Larimer County Senior Transportation Implementation Plan</i> project with \$40K federal \$5304 funding and \$41K local funding in FY19. <p>Table 4: Larimer County Senior Transportation Implementation Plan Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$40</td> </tr> <tr> <td>Local</td> <td>\$41</td> </tr> <tr> <td>Total</td> <td>\$81</td> </tr> </tbody> </table>			Funding Source	Request Total	State	\$20,000	Total	\$20,000	Funding Source	Currently Programmed	Requested Additions	Request Total	Federal	\$15,600	\$0	\$15,600	Federal/State	\$41,235	\$0	\$41,235	State	\$144,000	\$25,000	\$169,000	Local	\$106,000	\$0	\$106,000	Total	\$306,835	\$25,000	\$331,835	Funding Source	Request Total	Local	\$400	Total	\$400	Funding Source	Request Total	Federal	\$40	Local	\$41	Total	\$81
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Committee Discussion

This is the first and only time TAC will see the September 2018 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the September 2018 TIP Amendment begins on September 12 and concludes on October 11.

Funding Types and Uses

FTA §5304, the Statewide Transportation Planning Program, funds a wide variety of transit planning activities, including transit technical assistance, planning, research, demonstration projects, special studies, training, and other similar projects. Funds are NOT available for capital or operating expenses of public transit systems.

SB267, enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

SB1, enacted during the 2018 legislative session, provides additional funding to the state highway fund, increases the Highway Users Tax Fund (HUTF) allocation to counties and municipalities, and creates a new multimodal fund for transit projects, operating expenses, or studies.

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

Staff supports the September 2018 TIP Amendment to the FY2019-2022 TIP.

Attachments

- September 2018 Policy Amendment Form
- Environmental Justice Analysis

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Draft Policy Amendment #2018-A9

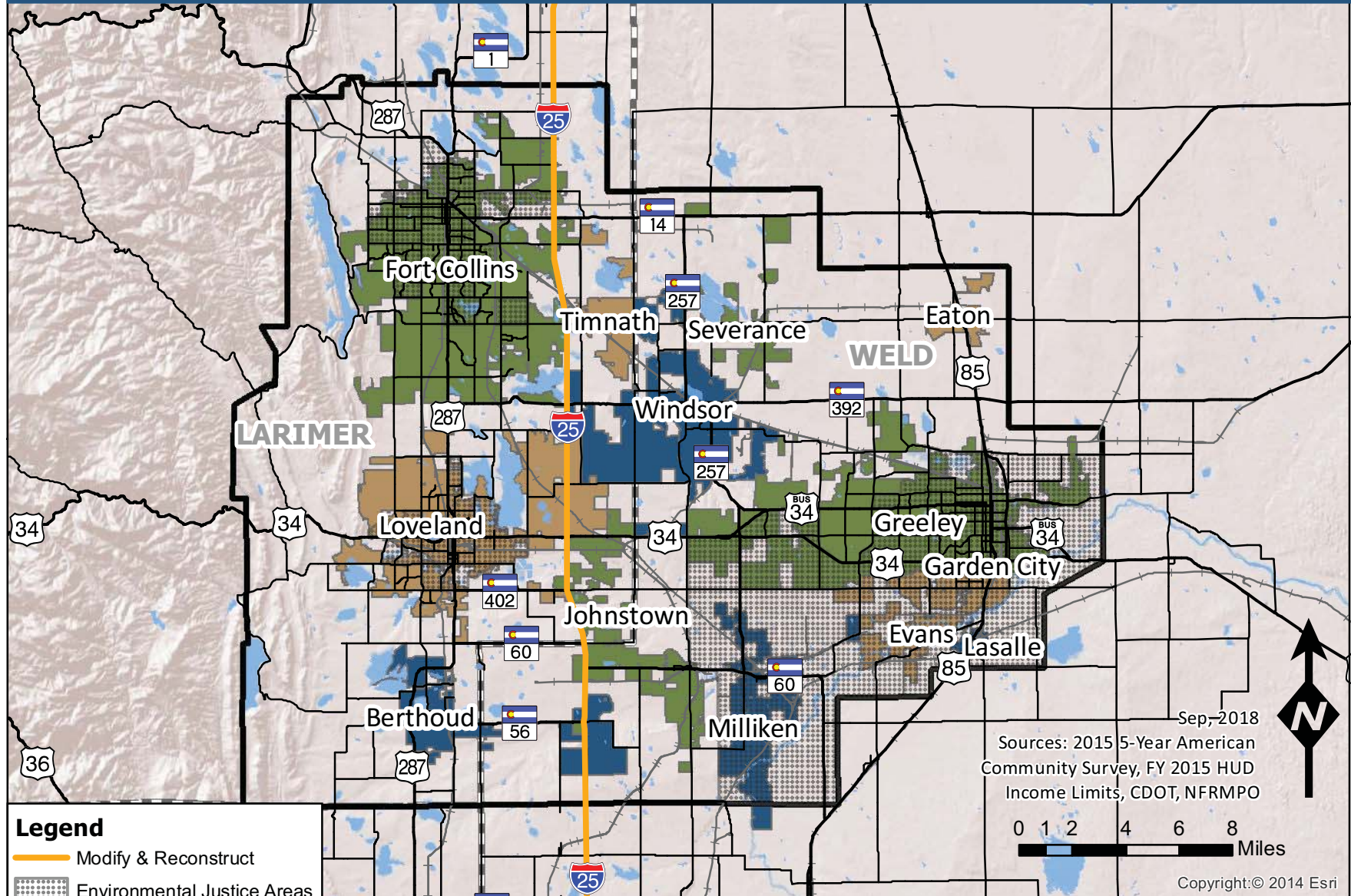
Prepared by: Medora Kealy

DATE: 9/12/2018







Submitted to: TAC and Planning Council for Approval

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
Strategic													
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	5,000	-	-	10,000
					Federal	ITI	600	-	-	-	-	-	-
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	-	-	-	-	-
					State	7PX/228	140,000	-	-	-	-	-	-
					Local	Private	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	16,500	20,625	-	-	37,125
Total							204,363	-	23,500	46,972	32,000	-	102,472
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 SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	5,000	-	-	10,000
					Federal	ITI	600	-	-	-	-	-	-
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	-	-	-	-	-
					State	SB267	-	-	2,000	2,000	2,000	-	6,000
					State	7PX/228	140,000	-	-	-	-	-	-
					State	SB1/HUTF	-	-	19,000	-	-	-	19,000
Local	Private	-	-	-	18,000	32,000	-	50,000					
Local	Local	18,875	-	16,500	20,625	-	-	37,125					
Total							204,363	-	44,500	48,972	34,000	-	127,472
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: Adding \$6M SB267 state funds in FY19, 20, 21 (\$2M per year) for center loading at Kendall Park-N-Ride. Adding \$19M of SB1 state funds in FY19.													
NEW ENTRY SSP4428	2019-014	I-25: SH7 to SH1	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	20,000	-	-	-	20,000
					Total							-	-
Project Description: Replacement/rehabilitation of key bridges, ITI, transit & safety components, replacement of portions of existing facility, and interchange improvements.													
Reason: Adding new project for post-design with \$20M SB1 state funding in FY19.													
FTA 5304 - Statewide Planning													
NEW ENTRY	2019-015	Larimer County Senior Transportation Implementation Plan	NFRMPO	Mobility	Federal	FTA 5304	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Local	NADTC	-	-	20	-	-	-	20
					Local Overmatch	Local Overmatch	-	-	11	-	-	-	11
					Total							-	-
Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County													
Reason: Adding new project to TIP following funding award in July 2018.													
Local													
NEW ENTRY	2019-016	Bus Stop ADA Upgrades	Fort Collins	Capital Improvements	Local	Local	-	-	100	100	100	100	400
Total							-	-	100	100	100	100	400
Project Description: Upgrading Bus Stops throughout Transfort system to meet ADA standards													
Reason: Adding new project to TIP.													

September 2018 TIP Amendment: Environmental Justice Analysis



Legend

-  Modify & Reconstruct
-  Environmental Justice Areas
-  Highways
-  Major Roads
-  NFRMPO Boundary
-  County Boundary

Sep, 2018
 Sources: 2015 5-Year American Community Survey, FY 2015 HUD Income Limits, CDOT, NFRMPO

0 1 2 4 6 8 Miles

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NFRMPO September 2018 Policy Amendment - Environmental Justice Analysis
 Wednesday, September 12, 2018

I-25: SH7 to SH1, CDOT,
 Modify & Reconstruct, SB1

Project already in the TIP - Yes or No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Bodily impairment, infirmity, illness, or death	No
Air, noise and water pollution and soil contamination	Yes
Destruction or disruption of main-made or natural resources	Yes
Destruction or diminution of aesthetic values	No
Destruction or disruption of community cohesion or a community's economic vitality	No
Destruction or disruption of the availability of public and private facilities and services	No
Vibration	Yes
Adverse employment effects	No
Displacement of persons, business, farms or non profit organizations	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No

Note: The remaining projects in the September 2018 TIP Amendment are either not location-specific or are not impacting a new location.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 19, 2018	2018 Call for Projects Process	Medora Kealy
Objective / Request Action		
To recommend Planning Council approval of the 2018 Call for Projects process.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The 2018 Call for Projects will award FY2022 and FY2023 funding from the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. Most of the process for the 2018 Call is carried forward from the 2016 Call for Projects. To meet new federal requirements, link the selection process to the region’s goals, and to accommodate planning partners’ requests, several changes are being proposed for the 2018 Call:</p> <ul style="list-style-type: none"> • Creating a \$25,000 per year STBG set-aside for four years for the Regional Air Quality Council (RAQC) to complete ozone modeling for the region. The amount of the set aside reflects the relative population and emissions from the region compared with the Denver Regional Council of Governments (DRCOG) region, which is providing a \$600,000 STBG set-aside to the RAQC from their four-year FY2020-2023 Transportation Improvement Program (TIP). • Requiring all CMAQ and STBG projects to contribute toward achievement of a federally required performance measure target and adding a scoring criterion for “Contribution to Achievement of Targets”. • Adding a scoring criterion in the STBG program for “Economic Development” in recognition of the regional economic development goal and similar to the economic criterion for the TA program. • Varying the weights among the STBG scoring criteria. • Prohibiting projects which require issuance of a vehicle Buy America (BA) waiver due to the suspension of the vehicle BA waiver process. • Adding a review of ITS projects and clarifying the federal requirement for ITS projects to conform to the Region 4 ITS Architecture. <p>The Colorado Department of Transportation (CDOT) is convening a workshop on October 9, 2018 to develop recommended CMAQ emissions formulas. Instead of deciding on formulas as part of this Action item, the formulas that will be used in the 2018 Call will be determined by TAC at the October 17, 2018 TAC meeting.</p> <p>The NoCo Bike and Ped Collaborative revised the Non-Motorized TA scoring criteria at their September 12, 2018 meeting. The revised criteria, including subcriteria, are included in the Draft Guidebook.</p>		

Committee Discussion

At their August meeting, TAC discussed the 2018 Call for Projects process. Feedback from TAC on adjusting STBG scoring weights, using CDOT's TA scoring criteria for environmental and historical projects, and clarifying the BA waiver prohibition was incorporated into the Draft 2018 Call for Projects Guidebook. At the Planning Council discussion on September 6, 2018, no concerns were raised on the proposed process.

Supporting Information

The Draft 2018 Call for Projects Guidebook, available at <https://www.nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook-draft3.pdf>, identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program. The Guidebook includes the Call schedule and maps of eligible roadways. The draft Guidebook does not yet identify the 2045 Goals and Performance Measures, which are still under discussion.

Advantages

The proposed changes related to targets allow the Call for Projects process to meet federal regulations requiring the TIP to be designed to make progress toward achieving the federally required performance measure targets. Remaining changes more clearly link the selection process to the region's goals or accommodate the requests of planning partners.

Disadvantages

None noted.

Analysis /Recommendation

Staff supports TAC recommending Planning Council approval of the 2018 Call for Projects process.

Attachments

- None

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 19, 2018	2045 Regional Transit Element (RTE)	Alex Gordon
Objective / Request Action		
To discuss and gather feedback on the <i>2045 Regional Transit Element (RTE)</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • CDOT requires MPOs to produce an RTE as part of their <i>Regional Transportation Plan (RTP)</i> update. Data and recommendations from the <i>2045 RTE</i> will be incorporated into the <i>2045 RTP</i>. • NFRMPO staff worked with the three local transit agencies, CDOT, and other stakeholders to draft a Plan and recommendations. • Corridors were evaluated for ridership and demand using the <i>2040 Regional Travel Demand Model</i>. The recommended corridors will be reevaluated using the <i>2045 Regional Travel Demand Model</i> once it is completed in 2019 for the <i>2045 RTP</i>. • The <i>2045 RTE</i> was sent out for comment on August 17, 2018, and the comment period closed on August 31. Thirteen sets of comments were received and incorporated. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the first time TAC will discuss the <i>2045 Regional Transit Element</i>; however, a draft copy was distributed following the August TAC meeting for review and comments. 		
Supporting Information		
<ul style="list-style-type: none"> • The <i>2045 RTE</i> acts as the transit component of the NFRMPO's long-range <i>2045 RTP</i> and will be incorporated into CDOT's <i>Statewide Transit Plan</i>. • The <i>RTE</i> acknowledges the local transit agencies' efforts and aims to build on these by recommending regional routes and improvements. • Projects and processes included in the <i>2045 RTE</i> are better aligned to receive grant funding. • NFRMPO staff convened a Steering Committee made up of staff from COLT, GET, Transfort, the Arc of Larimer County, Larimer County Department of Public Health and Environment's Built Environment Program, the Town of Windsor, CSU's Institute for the Built Environment, and Senior Resource Services, and a volunteer driver for SAINT. The group met three times and provided input on the process, outreach, and the recommendations. • The recommendations from the <i>2045 RTE</i> are to: <ul style="list-style-type: none"> ○ Continue and expand regional cooperation; ○ Consolidate planning efforts; ○ Invest equitably; ○ Maintain and implement CDOT's Transit Development Program; ○ Consider and develop transit technology; ○ Educate the public on existing and planned transit routes and programs; and ○ Focus on achieving targets for federally-required performance measures. • <i>Chapter 6: Recommendations</i> is included in this AIS for further detail, including recommended corridors for further investment. • The draft <i>2045 RTE</i> was distributed to the TAC, Larimer County and Weld County Mobility Committees, the Larimer County Senior Transportation Coalition, NoCo Bike and Ped Collaborative, and other stakeholders for comments prior to the September TAC meeting. The draft discussed at the September TAC meeting incorporated these edits and comments. 		

- The full *2045 RTE* can be downloaded at the following link: <https://nfrmpo.org/wp-content/uploads/2045-rte-final-draft.pdf>

Advantages

- *Regional Transit Elements* are required by CDOT as part of the Regional Transportation Plan process.
- Because the *2045 RTE* will be adopted by the Planning Council, the recommended corridors, projects, and processes can be beneficial when local entities apply for transit grants.
- The *2045 RTE* is the product of public outreach and stakeholder input.
- The recommended corridors from the *2045 RTE* will be incorporated as a scenario in the *2045 RTP*.
- Implementing the recommendations from the *2045 RTE* can help the region achieve federally-required targets.

Disadvantages

None noted.

Analysis /Recommendation

Staff recommends TAC discuss the *2045 RTE* at the September TAC meeting.

Attachments

- *Chapter 6: Recommendations* Chapter

Chapter 6: Recommendations and Implementation

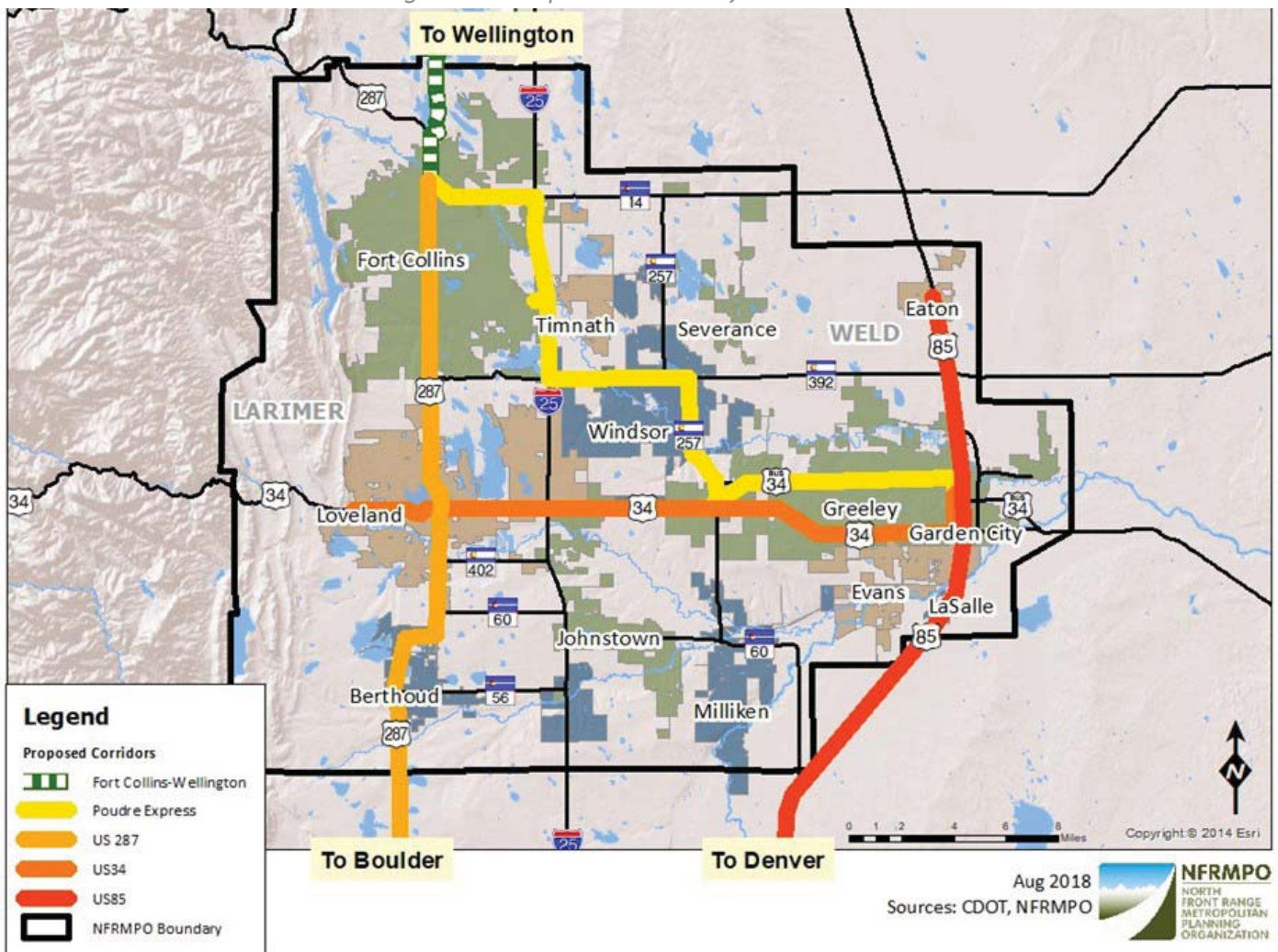
Recommendations

The 2045 RTE expands upon the range of recommendations presented as part of the 2040 RTE. In addition to recommending routes for further consideration, the 2045 RTE includes a suite of recommendations to address coordination, operations, and technology. The following subsections detail these recommendations; a summary of all recommendations is provided at the end of this Chapter.

Recommended Routes

Based on quantitative data analysis, travel demand modeling, and survey inputs, the 2045 RTE recommends funding the Medium Investment Scenario, as shown in **Figure 6-1**.

Figure 6-1. Proposed Corridors for Investment



Finding Local Inspiration

Providing regional transit service is not a new concept for communities and providers in the North Front Range. As the region plans for new transit connections, it may be helpful to review the processes that helped develop the current, successful regional services. In particular, the FLEX service between Fort Collins and Boulder, and the work done by GET as an agency serve as two excellent models for inter-jurisdictional collaboration.

FLEX service was formed through a partnership among town, city, and county stakeholders and is funded by subsidies from these jurisdictions. The route is operated by Transfort, due to its capacity to operate and maintain the vehicles. The municipalities meet regularly to provide input to Transfort. Transfort is the DR for FTA funding, has existing structures and capacity to operate the service, and the ability to operate and maintain the vehicles. This is not to say all future regional transit

should be operated by Transfort, but rather the process for governance and funding could be replicated. Like the FLEX, GET provides transit service to Greeley, Evans, and Garden City through an Intergovernmental Agreement (IGA). IGAs are a good way to build on existing governmental infrastructure and capacity while maximizing operational efficiency.

In addition, Transfort, COLT, and GET have all worked together on various projects. In 2017, GET provided additional capacity for Transfort during CSU football games with buses and operators. COLT contracts with Transfort for a Transit Manager position, allowing COLT access to the existing services and knowledge within Transfort. The expectation of the *2045 RTE* is that relationships like these will not just continue, but also grow.

Consolidating Planning Efforts

On December 7, 2017 the NFRMPO Planning Council adopted the *2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)*. The Coordinated Plan is updated every four years as part of the NFRMPO's long-range planning process. The *2017 Coordinated Plan* serves as the strategic plan for the NFRMPO's Mobility Coordination program through 2021. Specifically, it seeks to guide the improvement of transportation for vulnerable populations, including older adults and individuals with disabilities. This process is conducted in accordance with requirements for entities receiving FTA §5310 funds.

The *2017 Coordinated Plan* kicked off in October 2016 with a joint public meeting of the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC). Over the subsequent year, LCMC and WCMC provided guidance at their bi-monthly

meetings. In addition, NFRMPO staff attended community meetings, senior lunches, and community events throughout the region to discuss the issues facing these population in transportation. Throughout this process, transportation needs in the unincorporated areas remained one of the most commonly cited needs.

Currently, the *Coordinated Plan* and *RTE* are developed separately, though there exists significant overlap between key stakeholders, outreach processes, and content. Given these inherent similarities, it is recommended the *Coordinated Plan* and *RTE* be consolidated into one plan and plan process moving forward. Consolidation would prevent duplicative work, reduce demand on stakeholders, and enable the *RTE* to more holistically address transit needs within the region. Additionally, the *Coordinated Plan* could be expanded to act as the short-range plan.

Equitable Investment

Equity arose as a central theme during the *2045 RTE* outreach process. Equity, in the context of providing transit service, means providing everyone the service they need, rather than providing everyone uniform service. For example, providing fixed-route services within a half-mile walkshed of every person in the region may provide equal service, but this service may not be equitably accessible to users requiring paratransit, older adults, individuals dependent on transit for transportation, and youth.

Though financial constraints restrict achievement of completely equal and equitable service, transit investment should strive to prioritize equity, ensuring populations of all abilities, ages, and income levels have the same access to transportation opportunities that fit their specific needs.

Statewide Transit Development Program

The Transit Development Program (TDP) was developed as planning tool containing a comprehensive, Statewide list of capital transit projects. Transit stakeholders within Each Transportation Planning Region (TPR) and MPO across the State contributed to provide CDOT with a list of unfunded capital projects and priorities.

Each MPO and TPR was provided an estimate of potential future funding and asked to prioritize projects to be included in the Tier 1 Development Program. As funding becomes available, projects within the Tier 1 Development Program should be considered for funding first. The TDP and the Tier 1 Development Program are both living documents and are subject to revision as new planning needs and funding opportunities arise.

The TDP was developed in anticipation of several potential new funding opportunities, including funds from SB18-001, statewide transportation funding initiative SB 17-267 and multiple transportation funding ballot initiatives. At the publication of the *2045 RTE*, the status of these funding opportunities is unclear; however, the TDP will remain a valuable tool to reference as funding opportunities arise. The *2045 RTE*

recommends using the TDP as a starting point for further identifying and prioritizing any transportation projects for funding. The full list of projects identified for the NFRMPO portion of the TDP can be found in **Appendix C**.

Technological Considerations

Given the horizon of the *2045 RTE*, it is difficult to predict the trajectory of technological advancements that may impact the feasibility and performance of regional transit. The *2045 RTE* recommends prioritizing investment in technologies that are expected to enhance user experience or improve mobility. Specifically, the *2045 RTE* recommends studying the feasibility of a singular, regional (universal) transit pass accepted by all major transit providers. A Universal Pass would facilitate intercity transfers for existing regional routes, like the FLEX, and for future regional routes, like the Poudre Express. A Universal Pass may also facilitate coordinated data collection efforts to better quantify boardings between all partnering providers, allowing for data-driven prioritization of routes based on demand.

Additionally, the *2045 RTE* recommends the development of a regional transit web-based or mobile-based app that would enable users to quickly plan the most efficient route between communities, accounting for transfers, wait times, etc. To be as accessible to all users as possible, the app may include features to accommodate users with limited sight abilities and limited English proficiency.

Education

Rider education remains one of the most prominent barriers to increasing ridership. During the *2045 RTE* outreach process, several community members marked a lack of knowledge as their primary reason for not using transit. The *2045 RTE* recommends the development of a regional transit education program including how to plan a trip, payment options, how to transfer, how to request a stop, how to load and unload a bike, and the economic, health, and environmental benefits of riding transit. In addition to a coordinated rider and potential rider

education program, the 2045 RTE recommends expanding the existing Travel Training Program to give potential riders the hands-on experience they may need to confidently ride transit. All educational materials

should be made accessible to users of all abilities, including users with limited sight and hearing, as well as users with limited English proficiency.

Implementation

Developing a useful plan requires the identification of actionable steps capable of achieving established goals and objectives. The following sections present suggested actions for the 2045 RTE and metrics to help track the implementation of this Plan.

2045 RTE Action Plan

Table 6-1 provides a high-level overview of the action steps required to implement the recommendations detailed in the beginning of this Chapter, including approximate timeline and responsible parties.

Table 6-1. 2045 RTE Action Plan

Action	Timeframe	Responsibility
Route Recommendations		
Support the funding and development of the Poudre Express	2021	Fort Collins, Greeley, Windsor
Invest in transit along US34, US85, and US287	2045	Transit Agencies
Coordinated Planning		
Consolidate the Coordinated Plan and RTE planning process	2022	MPO Staff
Coordinate the RTE planning process with other regional transit planning processes	2022	MPO Staff
Equitable Investment		
Coordinate with local human services providers to identify transit need for vulnerable populations	Ongoing	MPO Staff and Transit Agencies
Coordinate with local transit providers to address identified paratransit needs	Ongoing	MPO Staff and Transit Agencies
Work with local transit providers to increase fixed-route transit accessibility to vulnerable populations	Ongoing	MPO Staff and Transit Agencies
Transit Development Plan		
Use the TDP as a starting point for further prioritizing any transportation projects for funding	Ongoing	Planning Council with TAC support
Technological Considerations		
Study the feasibility of Universal Pass accepted by all major transit providers	2030	Transit agencies with MPO staff support
Develop a regional transit app	2030	Transit agencies with MPO staff support
Education		
Develop a regional transit education program	Ongoing	MPO staff with transit agencies' support
Expand the existing Travel Training Program	Ongoing	MPO staff and local transit agencies
Performance Measures		
Coordinate with local transit agencies to develop targets for federally required performance measures	2018	MPO staff and local transit agencies
Track and report progress toward established targets annually	Ongoing	MPO staff and local transit agencies

Measuring Performance

In addition to looking at potential future needs, the 2045 RTE should address the needs to maintain the existing system. A renewed focus on analyzing and maintaining existing assets has been a priority for the USDOT since the signing of MAP-21 in July 2012. In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards to help transit agencies keep their systems operating smoothly and efficiently. According to the FTA, TAM is a business model which prioritizes funding based on the condition of transit assets, to achieve or maintain transit networks in a state of good repair (SGR)¹. The NFRMPO works with COLT, GET, and Transfort to coordinate regional transit performance measures. As of June 2018, Transfort and CDOT (on behalf of Tier II agencies from across the State) are the

only two agencies with Transit Asset Management (TAM) Plans in the NFRMPO region. See Appendix D for a summary of Transfort TAM targets. COLT and GET elected to join the Statewide *Transit Asset Management Plan* (TAM Plan), while Transfort will set their own targets. In accordance with Federal requirements, the 2045 RTP will report on three Transit Asset Management Performance Measures and seven Transit Safety performance measures as shown in **Table 6-2**. Additional transit performance measures will be considered as part of the 2045 RTP. The NFRMPO will continue to work with local transit agencies and CDOT to identify transit asset and safety needs, assist with funding opportunities, and act as the regional steward of target-setting and achievement.

Table 6-2. 2045 RTE Performance Measures

	Performance Measure
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale
Transit Safety	Number of reportable fatalities by mode
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode
	Number of reportable injuries by mode
	Rate of reportable injuries per TVRM by mode
	Number of reportable safety events by mode
	Rate of reportable safety events per TVRM by mode
	Mean distance between major mechanical failures by mode

The Highlights

- Based on quantitative data analysis, travel demand modeling, and survey inputs, the *2045 RTE* recommends funding the Medium Investment Scenario
- Based on survey and outreach integrations, the *2045 RTE* recommends considering equitable investment amongst all riders, improving rider education, and investigating new technologies
- Staff additionally recommends the consolidation of the *Coordinated Plan* and *RTE* and the consideration of projects included in the Transit Development Program as funding becomes available
- Implementation should occur through delineation of responsibilities for individual action steps
- Tracking progress toward plan goals will remain an important facet of the NFRMPO's long-range planning process

References

1. <https://www.transit.dot.gov/TAM>



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MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Medora Kealy

Date: September 19, 2018

Re: FY2018 Transportation Improvement Program (TIP) Project Review

Background

The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

The TIP Delay Procedure is identified in the FY19-22 Transportation Improvement Program (TIP). “Delay” is defined as:

- when a construction-related project is not advertised during the fiscal year assigned in the TIP; or
- when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP.

The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a 2nd extension, TAC may either (1) recommend Planning Council issue a 2nd extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

In August and September 2018, sponsors provided project status information for projects initially programmed in FY18 or earlier, which is summarized in **Table 1**. There are eight projects that are fully delayed and one project that has delayed components. The “Initial Program Year in TIP” identifies the first year the project was programmed, and the “Project Status Comments” identify other project milestones. The “2017 Review Outcome” identifies if the project received its 1st extension in 2017. Of the nine delayed projects, three were granted a one-year extension during the 2017 Project Review: the City of Greeley’s *10th Street Phase II Construction* project, Loveland’s *US 287 & US 34 VMS Signs* project, and the vehicle portion of Weld County’s *CNG Vehicles & Expansion* project.

Action

Staff requests TAC discuss projects with delays and consider issuing a one-year extension to the six projects with first time delays. For the three delayed projects that have already received their 1st extension, TAC may either recommend Planning Council grant a 2nd extension or remove funding.

Table 1. 2018 TIP Project Review

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	PROJECT STATUS COMMENTS	Federal Funds Programmed in FY16-19 (in thousands)	2017 Review Outcome	2018 Delay Status
US 85 Access Cntrl at 31st Street	Evans	STP Metro	FY12	-	ROW Plans Complete, acquiring ROW acquisition contractor	746	(a)	1 st Delay
35th Ave: Prairie View to 37th St	Evans	STP Metro	FY14	August 15, 2018	Bids due Sept. 6, 2018	1,115	1 st Extension	-
US287 (N College) Ped Bridge & Path	Fort Collins	CMAQ	FY14	Anticipated Q4 2018	The project design and ROW phases are complete. Relocations are underway to move utilities out of the CDOT ROW. The project is dependent upon CDOT reconstructing the roadway prior to the City of Fort Collins project. The City and CDOT are meeting in early Sept. to finalize construction schedules.	174	(b)	1 st Delay
10th Street Phase II Construction	Greeley	STP Metro	FY12	Anticipated 2018 or early 2019	ROW acquisition continues with court hearings for 2 properties scheduled.	378	1 st Extension	2 nd Delay
LCR 17 Expansion	Larimer County / Berthoud	STBG	FY18	Anticipated February 2019	Project delayed due to additional scope (storm sewer).	1,866	N/A	1 st Delay
Loveland Traffic Optimization	Loveland	CMAQ	FY16	NTP Received	Partial Equip Received.	380	1 st Extension	-
Loveland CNG Vehicle Replacement	Loveland	CMAQ	FY17	-	On hold due to BA Waiver suspension.	256	(c)	1 st Delay
US 287 & US 34 VMS Signs	Loveland	CMAQ	FY15	Anticipated October 2019	IGA Complete	497	1 st Extension	2 nd Delay
Loveland I-25/US 34/Crossroads VMS	Loveland	CMAQ	FY11	Construction Complete	-	370	(d)	-
COLT CNG Bus Replacement	Loveland	CMAQ	FY18	Anticipated NTP Late Fall 2018	Working with CDOT Local Agency Group on IGA.	726	N/A	1 st Delay
US34 Widening: Denver Ave to Boyd Lake Ave	Loveland	STBG	FY18	Anticipated 2/1/2019	Working with CDOT Local Agency Group on IGA.	2,320	N/A	1 st Delay

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	PROJECT STATUS COMMENTS	Federal Funds Programmed in FY16-19 (in thousands)	2017 Review Outcome	2018 Delay Status
Weld County CNG Vehicles & Expansion	Weld County	CMAQ	FY16	8/2/2017	<u>CNG Station</u> - Contracting changed from HQ's to R4. CNG station under construction with an anticipated completion date of end of October 2018.	961	-	-
				2016	<u>2016 Vehicle Purchase</u> - Contract approved in 2016 and five vehicles purchased.	228	-	-
				Anticipated Late 2018	<u>2018 Vehicle Purchase</u> - BA Waiver for one vehicle approved in April 2018. CDOT HQ is amending the contract expiration date, so anticipate executing contract before the end of 2018.	162	1 st Extension	2 nd Delay
				-	<u>Remaining Vehicles</u> - 20 vehicles on hold due to BA Waiver suspension.	3,952	1 st Extension	2 nd Delay

- (a) Project was erroneously considered not delayed in 2017 review based on NTP milestone.
- (b) Project was rolled forward to FY18 in July 2017 and was not included in the 2017 review.
- (c) Project sponsor returned the FY17 funding so project did not require an extension in 2017.
- (d) Project was rolled forward to FY18 in July 2017 and was not included in the 2017 review

Northern Colorado Bike & Ped Collaborative

Executive Summary - Wednesday, September 12, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

Northern Colorado Leaders Ride

Dusil summarized the details of the event, scheduled for Friday, October 12, 2018. Registration will close this week to allow the planning team time to submit its budget and secure resources.

NFRMPO 2045 Non-Motorized Performance Measures and Targets

Dusil summarized the TAC's August decision on the performance measures and targets associated with non-motorized transportation. Martin stated there will be opportunity at the October 10, 2018 NoCo meeting to provide feedback on the *2045 Regional Transportation Plan* (RTP) policies associated with non-motorized transportation. Fodge suggested NoCo monitor the non-SOV mode share performance measure for each community individually and identify the local programs, policies, and projects contributing towards the target.

NFRMPO Call for Projects: Transportation Alternatives (TA) Project Scoring Criteria

Dusil stated the TA project scoring criteria are based on CDOT's TA criteria. NoCo recommended several changes to make the criteria more specific to Northern Colorado. The changes will be incorporated in the *Draft 2018 Call for Projects Guidebook*.

Counter Data Trends

Heid reported the dramatic spikes in the Great Western Trail permanent counter observed in August can be attributed to cross country teams using the trail for practice and meets. Dusil added weekday counts at this location have increased 57% since the school year began, even when accounting for the cross-country runners. Heid added Eaton has been using the NFRMPO's mobile counter to monitor trail use on the unimproved section of the Great Western Trail.

Fodge stated the underpass at Shields Street and Elizabeth Street in Fort Collins has averages 2,700 users on weekdays, 700 on weekend days, and 2,200 on football gamedays. Nichols stated counts from the Mulberry Street protected bike lane project should be available soon.

Future Agenda Items

- 2045 RTP Policies
- Electric Scooter Regulation
- Electric Bike Regulation
- Colorado Senate Bill 144 (Bicycle Safety Stop / Idaho Stop Law)