

Transportation Advisory Board Meeting Minutes Record

January 7, 2019

Members Present

Bruce Croissant
Kimberly Baker
Darin Barrett
Mayor Jacki Marsh
Jim Paulmeno
Councilor Kathi Wright
Greg Netzner (Alt)
Dave Martinez
Sal Gomez

Members Absent

Irene Fortune

Citizens Present

Leah Carter, YAC
Alex Gordon, NFRMPO

City Staff Present

Brenda Browning
Jeff Bailey
Mark Jackson
Candice Folkers
Lynn Adame

Meeting called to order at 4:00 p.m. by Chair Dave Martinez

Minutes for the December 3, 2018 Meeting Record – approved

Introductions/Public Comment – No public comment

Regular Agenda Items

NFRMPO 2045 RTP Presentation – Alex Gordon, NFRMPO

Presentation attached. Alex Gordon presents the 2045 Regional Transportation Plan and asks attendees to complete a short survey for their ongoing data collection efforts. Survey attached. Alex also mentions the NFRMPO follows the State's performance measures and safety information is updated each year. All other data is updated every 4 years.

2018 Year in Review; 2019 Topics of Interest

Mark Jackson provides a handout showing the 2018 Transportation Advisory Board Discussion topics. Handout attached. Mark also asks for other topics of interest for review over the course of 2019. Suggestions include: air quality, Bike Month, water issues, a visit to High Plains Environmental Center, Highway 34 median improvements, CDOT segments 5/6 and 7/8, update on potential ballot issues in 2019 (due to failure of initiative 110 this year), electric cars and other means of transportation around City. (Bicycles and future of autonomous cars, etc.)

Staff Report

Candice Folkers speaks of the Thompson School District and the discussions that have been taking place between the District and the Transit Division. An additional hour will be added to the routes that benefit students' extracurricular activities. This addition will be absorbed in the current budget. There is hope to add an additional bus during peak morning hours as well to assist students and other riders as well. This increase of service is anticipated to add \$27,000 to the annual budget. Talks are ongoing. A handout was shared with details of the changes. Handout attached.

Candice provides the Board with another handout (attached) detailing the "TAM" (Transit Asset Management Plan) set to go before City Council. The plan is a business model that uses the condition of assets to guide optimal prioritization of funding. CDOT sponsors a group plan and, being a Tier II transit agency, the City of Loveland can join along with other Tier II agencies who may struggle to support the administrative and technical capacity of individual plans. Candice asks for the Board support of this action item.

City of Loveland
Transportation Advisory Board
Meeting Minutes Record
Page 1 of 2

Transportation Advisory Board Meeting Minutes Record

Action Items

Motion to approve City of Loveland Transit participation in the Transportation Group Asset Management Plan as discussed.

Dave Martinez motions, Bruce Croissant seconds, all approve.

Candice continues to report annual ridership is up 7% over October numbers and 14% over November 2017. The intelligent transit system, Google Transit and route software are being worked on and will increase operational efficiency. Enhancements will track buses and provide route information along with route management software which will plot new routes, provide real-time bus locations as well as other crucial details to assist in the optimal operational needs of the Division. Data collected through the programs will ensure our FTA compliance. Google Transit is 98% complete. Candice also reports there are no updates on the grants as of yet. She will report back as soon as she is aware of any updated information.

Dave Klockeman states the final version of the US Highway 34 PEL is to be received this Friday and a report will follow. The Action Control Plan will need an approved agreement. Dave also reports final ROW acquisitions along the construction area are being finalized. Construction is scheduled to start in the spring. Improvements will include travel lanes, bike lanes and sidewalks. It will be a multi-modal project.

Dave continues by stating our various Master Transportation Plan updates have been combined and are now referred to as "Connect Loveland". Completion of these plans is anticipated within 15 months. Summaries and updates will be shared with this Board.

Mark Jackson clarifies while Board member representation at Council meetings is certainly acceptable, we do ask Board members to mention they are speaking on their own volition and not speaking on behalf of the Board. We do not want to mislead Councilors in thinking comments are representative of the Board as a whole.

Mark also announces that Katie Guthrie's role here in Public Works has been expanded to that of a Transportation Planner. She will now be working on long-range planning and design. Mark also mentions there will be a Council Study Session tomorrow night where the Council will re-visit the community improvement package. That package could include other capital improvement projects.

Council Report

Councilor Kathi Wright reports there will be an item for the Humane Society to discuss a fee increase along with a Behavioral Health Council item as well.

Board Member Reports:

Dave Martinez – None

Greg Netzner – None

Kimberly Baker – Reports she has been attending the YAC meetings as the TAB Liaison.

Bruce Croissant – Suggests the roadway between 15th and 16th at Highway 287 be painted red to deter those who block that area, especially during rush hour.

Darin Barrett – Inquires about City plows and snow removal. (Will be added to February Agenda)

Also noticed the curb where a fire hydrant is located on Jefferson next to Sprouts is not painted red.

Adjourn 6:11 p.m.

2045 Regional Transportation Plan

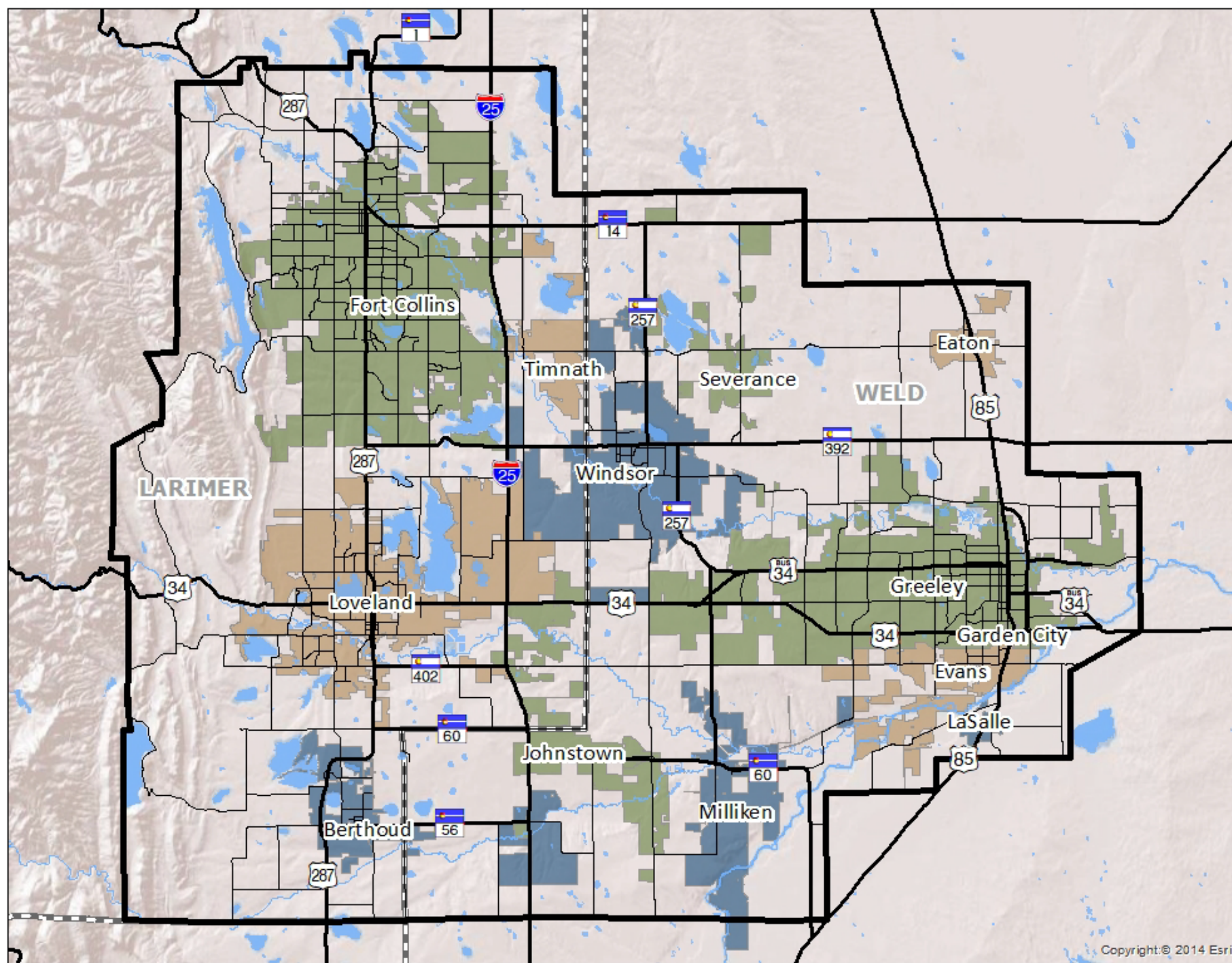
Loveland Transportation Advisory Board



North Front Range
Metropolitan
Planning
Organization

November 7, 2018

Regional Overview



Today's discussion

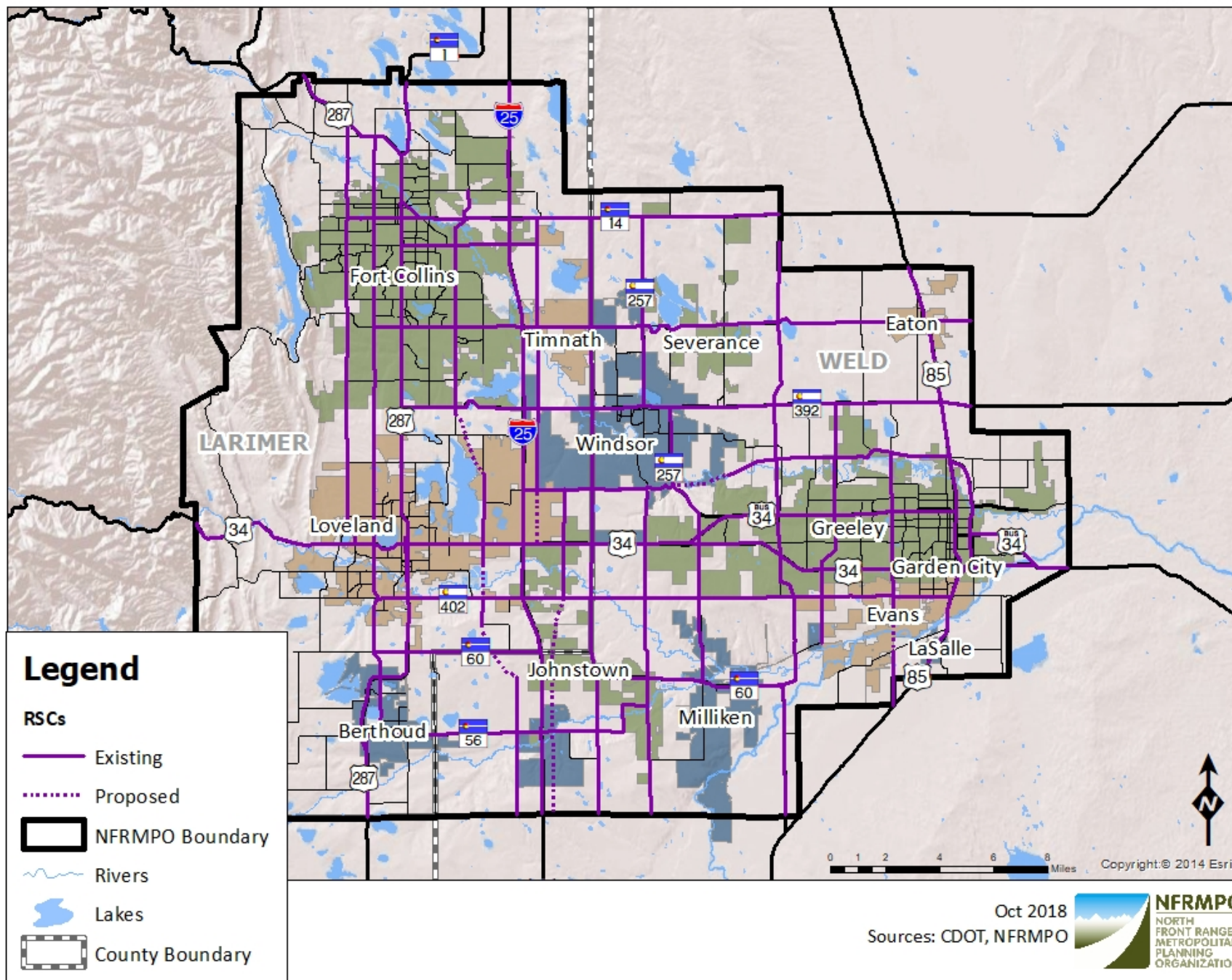
Where are we today?

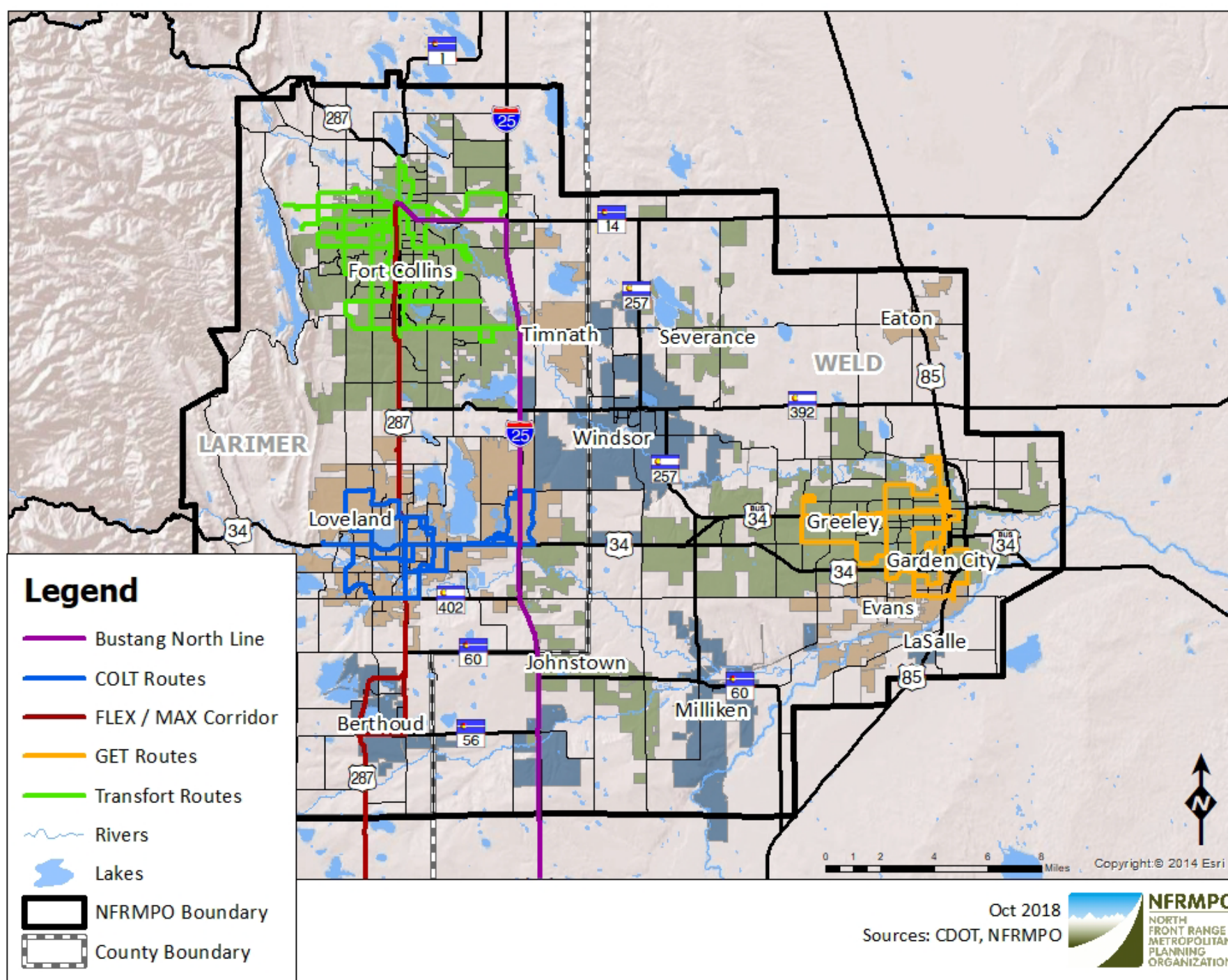


Where do we want to be?

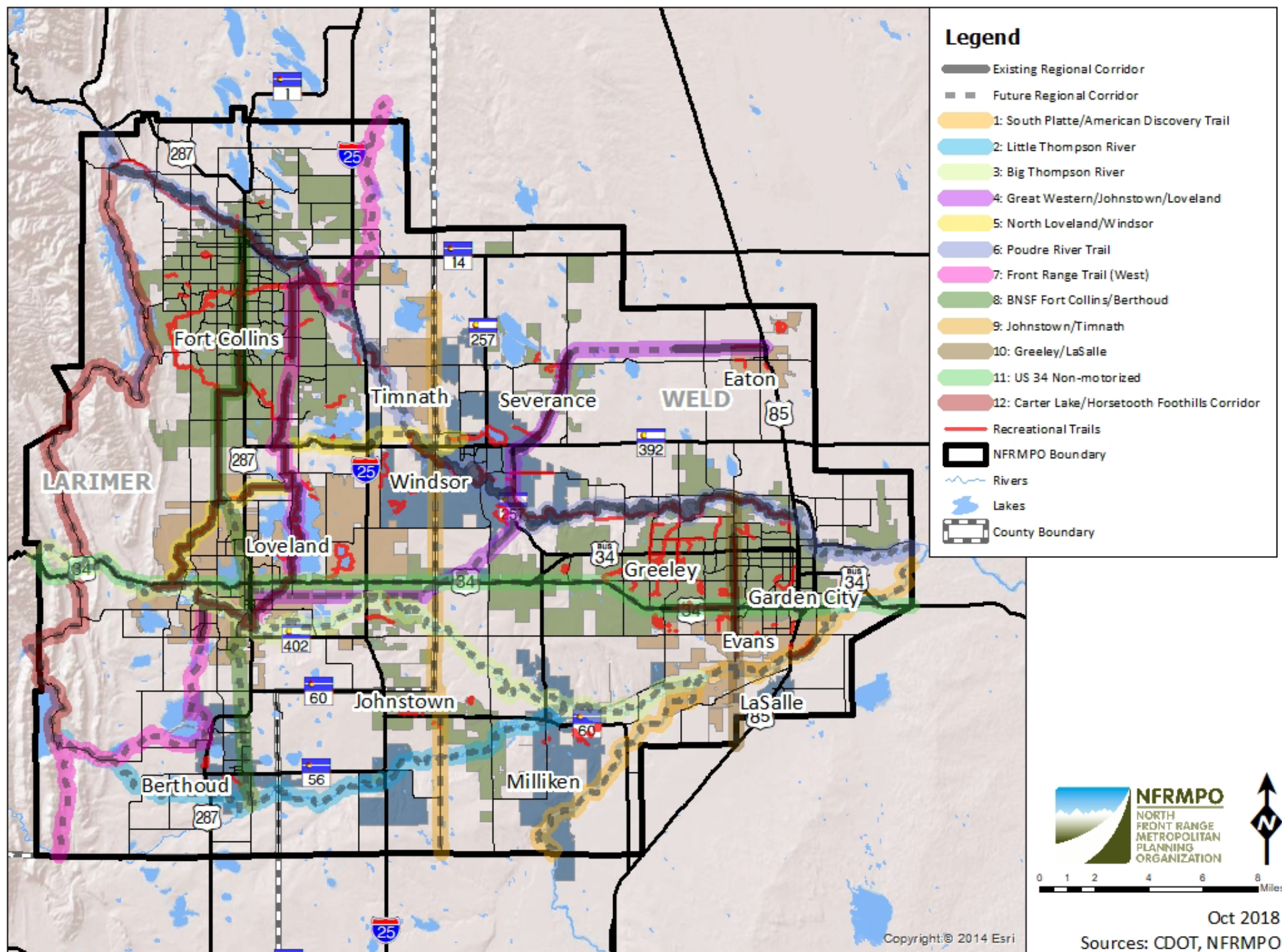


2045 Regional Transportation Plan





Non-Motorized Corridors



The NFRMPO Region Today

In 2015, the NFRMPO region had...

- 483,000 residents
- 284,000 jobs
- 50 Billion vehicle miles traveled (VMT)
- 4 Million Transit Trips
- 3 Million users on the Regional Non-Motorized Corridors

Future in the NFRMPO region

By 2045, the NFRMPO region is estimated to have...

- 883,000 residents (+82.8% over 2015)
- 473,000 jobs (+66.5% over 2015)

Estimates provided by the Department of Local Affairs.

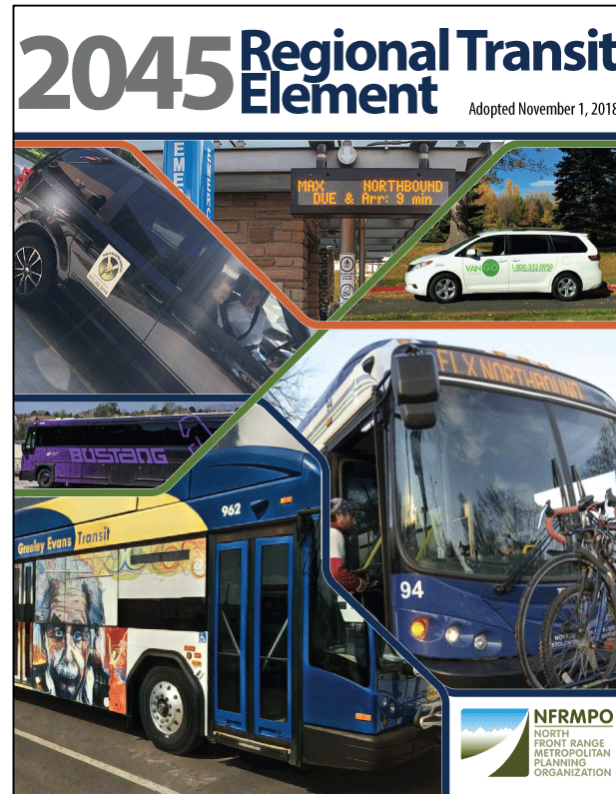
Transportation impacts of these new residents and jobs will be modeled using the NFRMPO's Regional Travel Demand Model.

Non-Motorized



Adopted February 2017

Transit



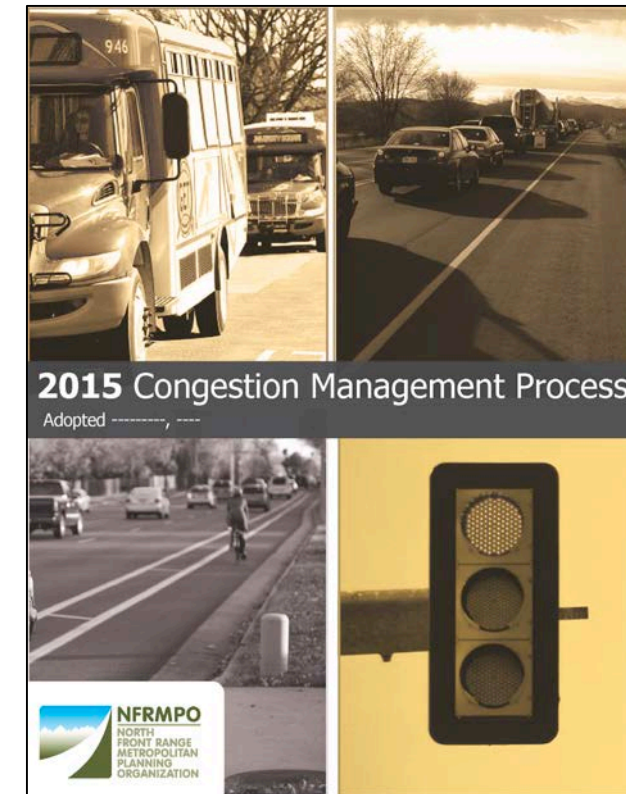
Adopted November 2018

Freight



Estimated Spring 2019

Congestion



Call for Projects

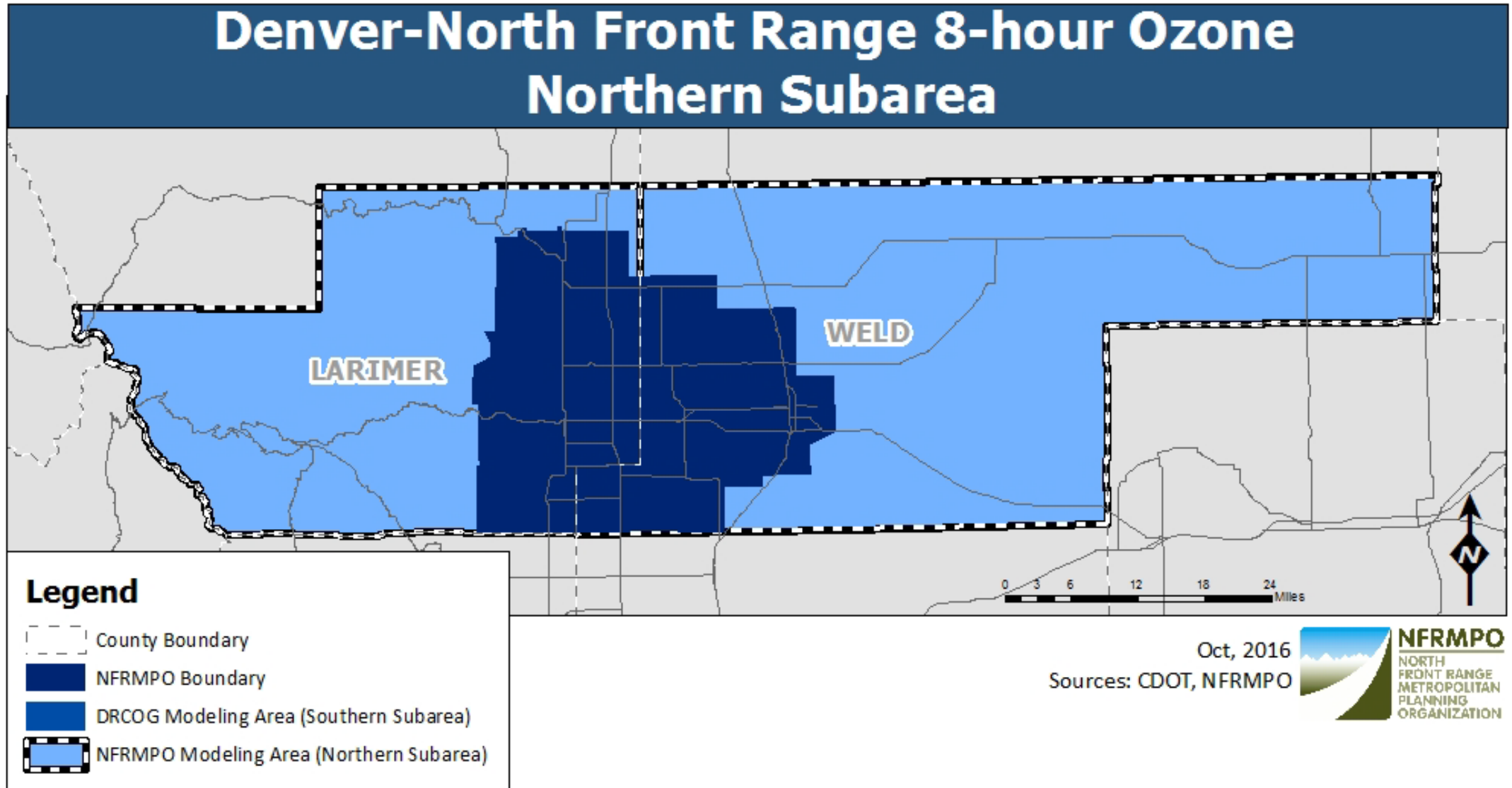
- Communities apply to the NFRMPO for federal and state funding
- Competitive project selection process
- Must move region toward achieving performance measures and targets
- Underway – applications due December 21, 2018






Transportation Improvement Program

- Four-year transportation program
- Includes federal- and state-funded transportation projects
- Updated annually
- Must show Air Quality Conformity
- Environmental Justice

Regional Transportation Plan

- 20-year+ transportation program
- Incorporates TIP projects and regionally-significant projects
- Must be fiscally-constrained
- Must show Air Quality Conformity



	PERFORMANCE MEASURE	STATEWIDE TARGET	NFRMPO BENCHMARK (year)	NFRMPO REGION TARGET
	1 SAFETY			
	Number of Fatalities	610	32.8	
	Fatality rate per 100 million vehicle miles traveled	1.2	0.833	
	Number of serious injuries	3,350	202	Adopted State Targets
	Serious injury rate per 100 million vehicle miles traveled	6.79	5.169	
	Number of non-motorized fatalities and serious injuries	586	34.2	
	2 PAVEMENT CONDITION			
	Percent of pavement on interstate System in good condition	47%	TBD	
	Percent of pavement on interstate System in poor condition	1%	TBD	Potentially adopting State Targets
	Percent of pavement on non-interstate NHS in good condition	51%	TBD	
	Percent of pavement on non-Interstate NHS in poor condition	2%	TBD	
	3 BRIDGE CONDITION		(2017)	
	Percentage of NHS bridges classified as in good condition	44%	50%	Potentially adopting State Targets
	Percentage of NHS bridges classified as in poor condition	4%	7%	
	4 RELIABILITY (System Reliability and Freight Movement)		(2016)	
	Percent of person-miles traveled on Interstate system that are reliable	81%	100%	
	Percent of person-miles traveled on non-Interstate NHS that are reliable	64%	79%	Potentially adopting State Targets
	Truck travel time reliability index	1.5	1.47	
	5 AIR QUALITY (CMAQ)/ENVIRONMENTAL SUSTAINABILITY		(2013-2016)	
	VOC Reduction	105 kg/day	3.58	
	Carbon Monoxide (CO) Reduction	1,426 kg/day	56.9	Potentially adopting State Targets
	Nitrogen Oxides (NOx) Reduction	105 kg/day	0.13	
	6 NFRMPO-SPECIFIC			
	Population and essential destinations within paratransit and demand response service area within the MPO boundary		63%	At least 75%
	Non-motorized facility miles		3352	Increase by 50%
	Percent of non-single occupant vehicle commute trips		23%	At least 33%
	Fixed-route revenue hours per capita within service areas		0.65	Increase by 10%
	Daily VMT per capita		24	Daily VMT per capita ≤ 24
	MPO-funded Projects delivered by Federal Completion Date		TBD	TBD
	Travel Time Index on RSCs		TBD	90% of RSCs have a TTI ≤ 1.5
	Percent NHS miles covered by ITS		TBD	TBD

How much do transportation projects cost?

- **US34 Expansion (Denver Ave. to Boyd Lake Ave. / 1.25 miles):**
\$2.24 Million per mile or \$2.8 Million overall (Loveland)
- **I-25 Expansion (SH14 to SH402 / 15 miles):**
\$20.1 Million per mile or \$302 Million overall
- **Long View Trail (57th Street to Fossil Creek Trail / 4.4 miles):**
\$880k per mile or \$3.9 Million overall (Fort Collins/Loveland)
- **Greeley Comprehensive Signal Timing (116 signals + system)**
\$4,525 per signal or \$525k overall
- **MAX BRT (Fort Collins / 6 miles):**
\$14.0 Million per mile or \$84 Million overall
- **Commuter rail (Fort Collins to Denver / 43 miles):**
\$27.9 Million per mile or \$1.2 Billion overall

The RTP must be fiscally constrained. Knowing the costs of some regional projects, how would you allot \$2 Billion in estimated funding?

- **Roadway projects** (repaving, maintenance, expansion)
- **Transit** (operating, capital, new routes)
- **Bike/ped** (trails, sidewalks, bike lanes, ADA, counters)
- **Freight** (truck parking, technology, quiet zones)
- **Technology** (ITS and signal upgrades, VMS, RoadX)

Future regional events: nfrmpo.org/calendar/

Social media: @nfrmpo

Newsletter: nfrmpo.org/newsletter/

CommunityRemarks™:
communityremarks.com/northfrontrange/

Ryan Dusil

Transportation Planner I

rdusil@nfrmpo.org

(970) 224-6191

Medora Kealy

Transportation Planner II

mkealy@nfrmpo.org

(970) 416-2293

Becky Karasko, AICP

Regional Transportation Planning Director

bkarasko@nfrmpo.org

(970) 416-2257

Alex Gordon, PTP

Transportation Planner II

agordon@nfrmpo.org

(970) 416-2023

Sarah Martin

Transportation Planner I

smartin@nfrmpo.org

(970) 416-2309

Tell us...

The region estimates there will be \$2 Billion available for transportation projects through 2045. What percentage of this overall funding would you allot to each of these categories?

_____ **Roadway Projects**

_____ **Transit Projects**

_____ **Bicycle and Pedestrian Projects**

_____ **Freight Projects**

_____ **Technology Projects**

Describe your ideal transportation project for the region.

Tell us...

How would you describe our region today?

What do you want the region to look like in the future?



City of Loveland Transit & Thompson School District



Introduction

In the fall of 2018 Councilor Overcash asked if COLT could look into ways to extend more service to our students, especially the High School students. Outlined below are the current transportation options for Middle and High School students as well as plans and options to extend additional services.

Thompson School District Transportation

Thompson School District (R2J) in the Loveland area consists of 11 schools that provide classes for 6th to 12th grades.

5 High Schools

- Thompson Valley High School
- Loveland High School
- Mountain View High School
- Ferguson High School
- Loveland Classical High School

6 Middle Schools

- Bill Reed Middle School
- Conrad Ball Middle School
- Lucile Erwin Middle School
- Walt Clark Middle School
- High Plains K-8
- New Vision K-8

The school district only provides transportation for Kindergarten through 10th graders residing beyond the walk distances of:

- Elementary students who live over 1.5 miles from school
- Middle school students who live over 2.5 miles from school
- High school freshmen and sophomores who live over 3 miles from school

Bus routes follow arterial roads and do not go into every subdivision or down every street. Where feasible, bus stops are located on main roads to reduce time and mileage it takes to run the route. High school juniors and seniors are transported only in hardship cases if space is available.

City of Loveland Transit

City of Loveland Transit (COLT) proudly provides service to all eleven schools in the Loveland area with students in the 6th through 12 grades. COLT currently is providing service between the hours of 6:38am and 6:48pm Monday through Friday and 8:38am to 5:48pm on Saturdays, with plans to add an hour of service in the evenings during the week in the first quarter of 2019.

During 2018 COLT has averaged about 8,000 passengers per month, when school is in session approximately 1,100 of those passengers are students making up 14% of our ridership. COLT understands the importance of the public transit system to the students in the Thompson School District and takes the schools locations as well as start and end times into consideration when planning routes and bus stop locations.

Bus stops for COLT routes are all located within 1/8 mile of all schools with the exception of High Plains K-8 which is 3/4 mile from a bus stop. Service is provided every 30 min for Loveland High School, Loveland Classical High School, Ferguson High School Bill Reed and Lucile Erwin Middle Schools and every 60 min for the other 6 schools.

Solutions

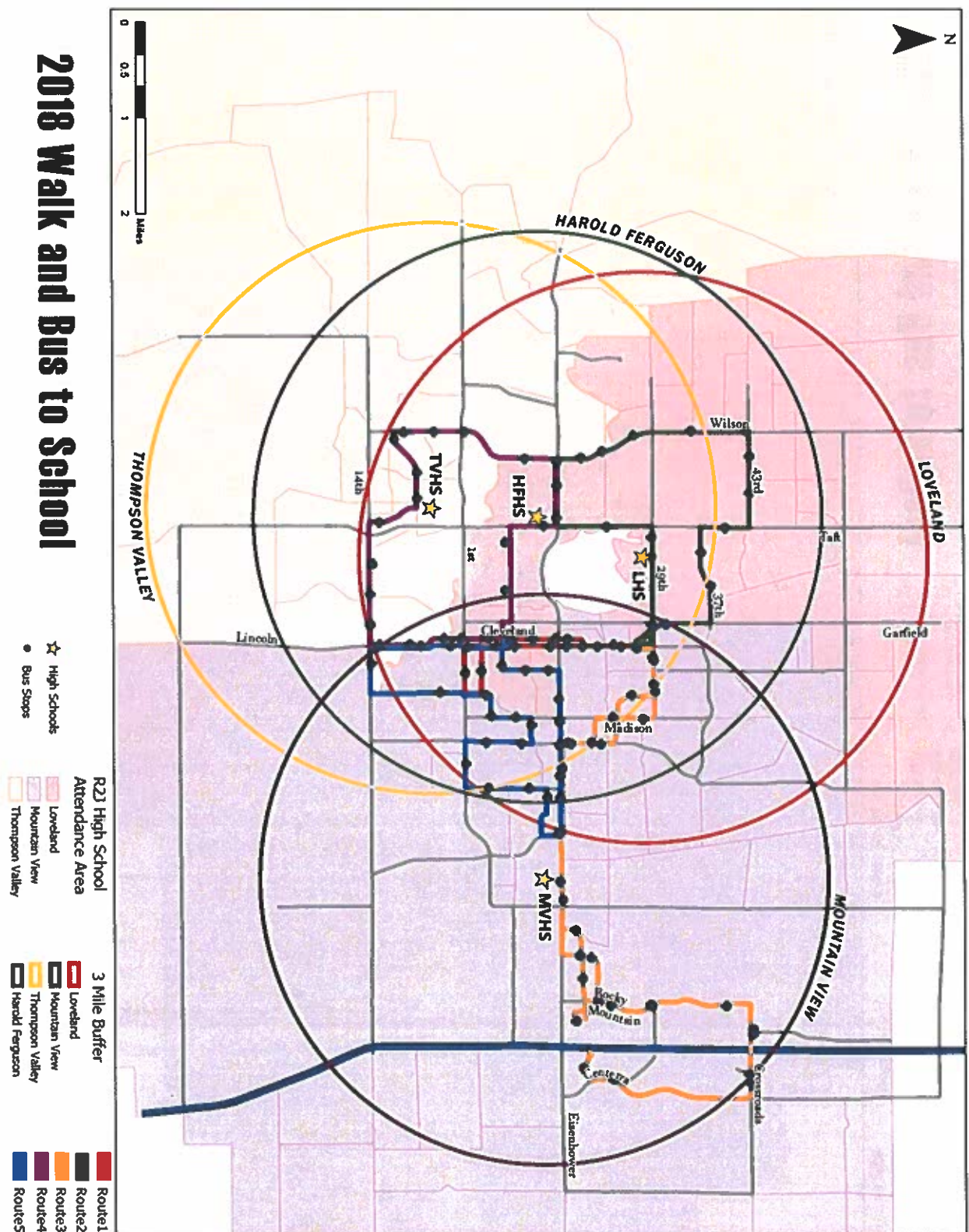
While COLT offers a fair amount of assistance to the school district, the question was asked what we can do to improve upon our efforts. Recent route changes have increased the frequency of service to 5 schools. While COLT is preparing for additional technology which will provide detailed ridership information, a rudimentary analysis shows that twice as many students take COLT to get to school and in a very distinct time period whereas after school ridership is less. The assumptions are that due to afterschool activities running later than COLT, public transit is often not an option for returning home.

COLT is intending to increase evening service by one hour Monday through Friday in the first quarter of 2019. A public facing website and application that will allow real time information on bus location and arrival times will increase the ease of use. Students in afterschool activities will have more availability to use COLT for their return trips. Another option, that would require additional support, has been identified to offer more frequency to 5 additional schools during the morning peak times of 7:30 to 10:00 to make getting to school more convenient for more students. This effort would also have benefits to all passengers as this would add frequency for riders who use COLT to commute to work. This option would come at an additional cost. A bus and an operator for 3.5 hours, 5 days a week would require an additional \$27,000 annually.

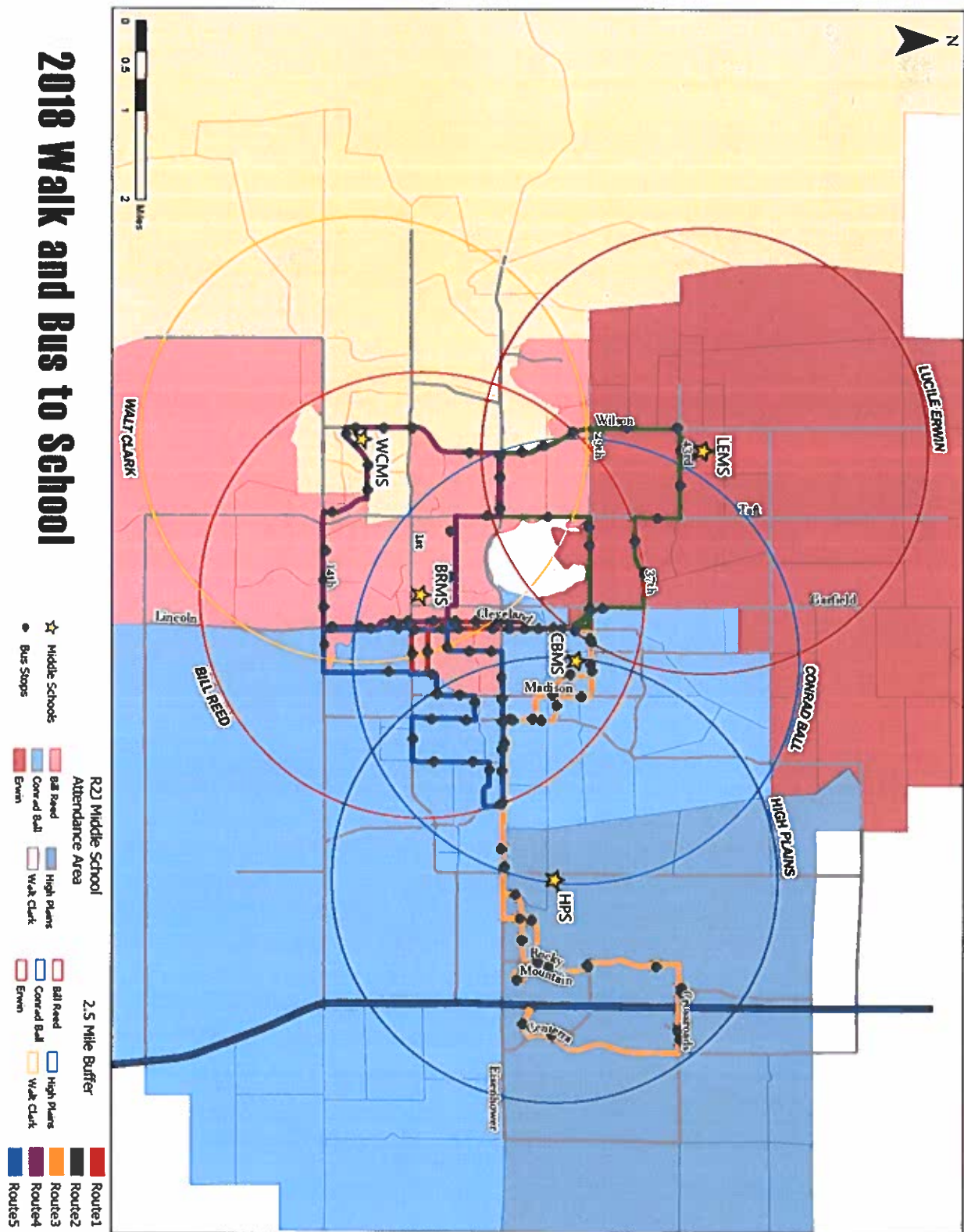
School Times and Bus Stop Information

SCHOOL INFORMATION			COLT ROUTE INFORMATION				
School Name	Start	Dismissal	Bus Stop Time	Bus Stop Location	Distance	Route	Frequency
Loveland High School	08:30 & 09:30	15:50	:04 & :34	29th & Duffield	600 ft	2	30
Mountain View High School	08:30 & 09:30	15:50	:55	EISENHOWER & HORSTMAN	850 ft	3	60
			:48	EISENHOWER & SCULPTOR	.75 mile	5	60
Thompson Valley High School	08:30 & 09:30	15:50	:18	CARLISLE & TYLER	500 ft	4	60
Ferguson High School	07:55 & 08:40	15:01	:33	TAFT & W 12TH	700 ft	4	60
				EISENHOWER & VANBUREN	.5 mile	2	30
Loveland Classical High School	07:15 & 07:40	15:30	:28 & :58	WILSON & ARBOR	600 ft	2	30
Bill Reed Middle School	8:45 & 09:45	16:00	:05 & :55	CLEAVELAND & 5TH	500 ft	1	30
			:33	W 8TH & SHERIDAN	700 ft	4	60
Conrad Ball Middle School	8:45 & 09:45	16:00	:50	E 29TH & MONROE	500 ft	3	60
Lucile Erwin Middle School	8:45 & 09:45	16:00	:27 & :57	W 43RD & GLEN ISLE	700 ft	2	30
Walt Clark Middle School	8:45 & 09:45	16:00	:20	CARLISLE & CYNTHIA	600 ft	4	60

High School Locations, Walking Radius and COLT Bus Routes



Middle School Locations, Walking Radius and COLT Bus Routes





Transportation Advisory Board Monthly Update –January 2019

Colt and the Thompson School District:

- Separate handout

CDOT Group Transit Asset Management Plan

Executive Summary

A Transit Asset Management Plan (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). By implementing a TAM Plan, the benefits include:

- Improved transparency and accountability for funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven capital planning; and
- Improved system safety and reliability, and reduced maintenance costs.

This Group TAM Plan, sponsored by CDOT and developed by the Division of Transit and Rail (DTR), serves to reduce the burden of the TAM Rule on smaller, Tier II transit agencies who might otherwise struggle to support the administrative and technical capacity needed to develop individual plans.

Participants in this Group TAM Plan include 53 public transportation providers in Colorado who provide a combination of fixed-route, demand response and other specialized transportation services throughout the state. These critical services are dependent on an inventory of over \$500 million of capital assets, including:

- 1,146 Revenue and Service Vehicles,
- 64 Administrative or Maintenance Facilities,
- 190 Passenger and Parking Facilities, and
- 23 Equipment assets (valued over \$50,000 each)

Overview

As the sponsor of the Group Plan, CDOT is a committed partner with the Tier II participant agencies in creating an aligned TAM plan useful for all providers. As indicated by their participation in the group TAM plan, the Tier II transit providers are committed to the same goals and objectives as CDOT. Separately from this group TAM plan, each provider has developed specific facility and vehicle management plans which detail their policies and practices for managing those assets.

CDOT's mission and vision are guiding principles that shape TAM policy and transit goals and objectives. Goals and objectives help define and guide the TAM program at CDOT and are an integral part of the TAM Plan. Goals are broad ideas that express the ideal state of the transit system in Colorado. Objectives are the measurable, achievable steps that will help make progress towards goals.

Summary of TAM Objectives

CDOT has adopted a set of TAM objectives for the Group Plan that are aligned with the vision and mission of the agency.

These objectives are helping to inform participating transit agencies and CDOT DTR in decision making as it develops, refines, and implements TAM policies, processes, and practices. As the sponsor of the Group Plan, CDOT is focused on supporting Colorado's holistic transit strategies and goals. CDOT intends to provide leadership, resources and guidance to transit agencies as it creates a transit asset management plan that benefits all agencies. CDOT's effort for the plan is to encourage and engage plan participants to create a collaborative exercise to deliver a meaningful and useful plan. The TAM effort will inform other non-participating agencies as they develop and implement their own TAM plans.

TAM Objective Examples

- Achieve and maintain compliance with federal transit asset management rules
- Attain the best asset conditions achievable, given available funding and resources
- Improve communication and transparency regarding decisions and outcomes
- Improve safety

Performance measures, targets, and SGR modeling capabilities are being developed to help achieve TAM objectives. These tools, systems, and practices are being linked so that CDOT and all transit agencies across the state can operate more effectively and make progress towards federal requirements and state goals. Applied to transit assets, the above goals and objectives translate into a commitment to make investments, where possible, to achieve and maintain a SGR for transit assets. These assets include revenue vehicles, equipment, and facilities. Asset inventory and condition are described in Chapter 3 Inventory and Condition.

Utilizing the Group TAM Plan

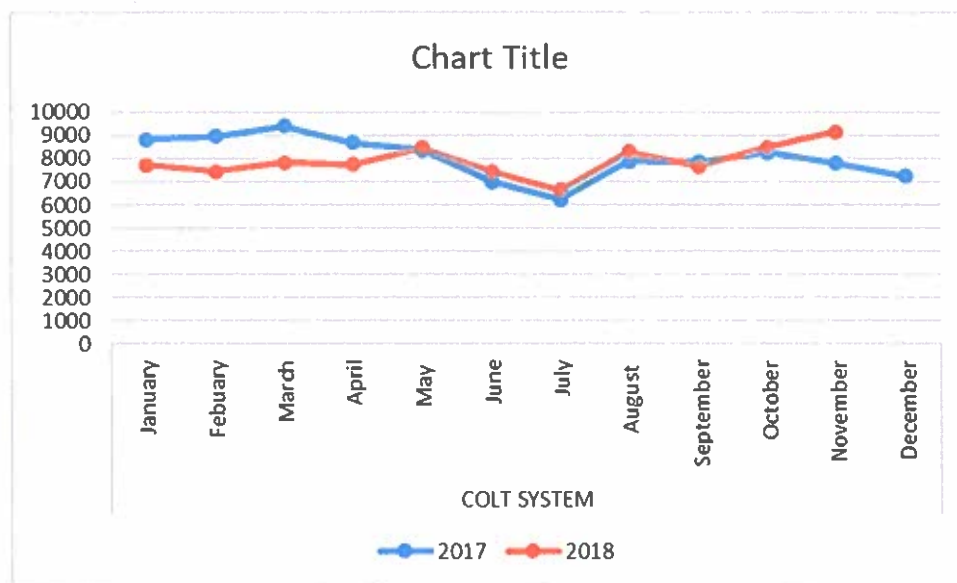
This Group TAM Plan is best utilized as a tool to better inform investment decisions rather than as a firm, prescriptive plan of investments. CDOT may use the prioritization of projects and the multi-year balance of those investments among the various asset classes to inform its decisions on how it balances the use of its consolidated capital funds among different capital needs. CDOT will also consider where individual assets fall beyond a state of good repair relative to other like assets within the statewide inventory when it evaluates competitive applications for Federal or State funding. Plan Participants would be expected to optimize the use of their capital funding by also considering the relative age of vehicles and condition of facilities among all the agency's assets when developing capital plans. Agencies that do not already consider increasing maintenance costs or cost of passenger delays in their capital planning might look to the model prioritized projects list to inform their replacement decisions.

The Group TAM Plan will undergo periodic, if not annual updates. Refinements to the asset inventory data will continually improve the effectiveness of the Plan as a reliable tool. In subsequent updates, other Plan improvements will be considered, such the inclusion of asset maintenance data in investment prioritizations, improved and standardized vehicle and facility condition assessments and the identification of each participating agency's capital budgets. In addition, the ULB for aerial tramways will be adjusted to the agency's unique expected life, so that more realistic SGR measures, targets and prioritization models are reflected in the Plan.

COLT Annual Ridership

Route Changes started in November 2018:

November ridership went up 7% over October 2018 and 14% over November 2017



Intelligent Transit System

COLT is in the process of contracting with ETA Transit Systems to install and supply the following services:

Public facing Website and Mobile App

- Track bus locations
- See next arrival time at any given stop
- View routing and direction of travel

Route management software

- Real-time GPS location updates
- Fixed-route and paratransit dispatch
- Transit service scheduling
- Route and geofence creation
- Report and business intelligence
- Administrative tasks
- Map module with anti-bunching
- Reporting module
- View schedule module
- NTD Reporting
- Driver messaging module
- Instant replay module
- Route planner modules
- Track vehicles by route, run, speed, location, and more
- Monitor on-time performance and real-time passenger loads
- Dispatch vehicles

Mobile Data Terminals- in vehicle operator tool

- Route selection
- Electronic passenger counting
- 2-way driver messaging
- Fare category
- System status
- On-time performance safety screen

Automatic Passenger Counters 97% accuracy

- Counts passengers without human intervention
- Generates real-time and historical reports

Automated Vehicle Announcements

- Next stop announcements via ambient, noise-sensing speakers and displays through a single, easy to use interface
- Customized automatic triggers by GPS location or defined events, like door opens or vehicle stops
- Driver initiated ad-hoc announcements through mobile data terminals
- Custom recorded audio
- Interior LED digital displays for next stop information

2018 Transportation Advisory Board Discussion Topics

- 2017 Coordinated Public Transit/Human Service Transportation Plan - Alex Gordon, NFRMPO
- Unified Development Code – Greg George, City of Loveland Special Projects Manager
- Boards and Commissions Roles and Duties Discussion and Direction
- Big Thompson River Corridor Master Plan – Chris Carlson, City of Loveland
- Boards and Commissions “World Café” Summit
- Follow up Big Thompson River Corridor Master Plan – Chris Carlson, City of Loveland
- Review Boards and Commissions “World Café” Summit
- Youth Advisory Commission Presentation
- Big Thompson River Corridor Master Plan – Letter of Support
- 2045 Regional Transit Element – Alex Gordon, NFRMPO
- Proposed Route Adjustments – Candice Folkers, Transit Manager
- I-25 Update Presentation – Mark Jackson, Public Works Director
 - Dave Klockeman, Senior Civil Engineer
 - Kathy Gilliland, CDOT Transportation Commissioner,
 - Scott Rees, CDOT North I-25 Project Director
- NFR Presentation – Randy Grauberger, WSP
- Letter of Endorsement - Transit
- Chair and Vice-Chair Appointments
- CEF Discussion – Dave Klockeman, City of Loveland
- Initiatives for Innovation Overview – Mark Jackson, City of Loveland
- Transportation Ballot initiatives Overview – Mark Jackson, City of Loveland
- Shared Active Transportation Overview – Katie Guthrie, Principal City Planner, City of Loveland
 - Kelly Smith, Parks Planner, City of Loveland
- Pedestrian Gaps Analysis – Katie Guthrie, City of Loveland
- November 6th Election Debrief
- Letter of Support to CDOT for North Transit Station Grant Application
- “Youth Voices in Transportation Planning” Presentation – Katie Guthrie and Alisa Sautter
- Transit Update – Candice Folkers
- Transportation Trivia Game