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 Kurt Ravenschlag, Transfort
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 Becky Karasko, Regional Transportation
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 Aaron Buckley, Transportation Planner
 Alex Gordon, Transportation Planner
 Angela Horn, Transportation Planner
 Josh Johnson, Transportation Planner*

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

August 19, 2015
Windsor Community Recreation Center
250 North 11th Street—Pine Room
Windsor, Colorado

1:00 to 4:00 p.m.

1. Public Comment (*2 minutes each*)
2. Approval of July 15, 2015 TAC Meeting Minutes (Pg. 2)

CONSENT AGENDA:

3. 2015 Congestion Management Process (CMP) (Pg. 8) Buckley
4. 2040 Regional Transportation Plan (RTP) (Pg. 11) Karasko

ACTION ITEMS:

5. FY2016-2019 Transportation Improvement Program
 (TIP) Adoption Recommendation (Pg. 15) Johnson
6. FY2016 Unified Planning Work Program
 (UPWP) (Pg. 30) Blackmore

OUTSIDE PARTNERS REPORTS (verbal):

7. NoCo Bike & Ped Collaborative
8. Regional Transit Items
9. Senior Transportation
10. Regional Air Quality Council

DISCUSSION ITEMS:

11. 2015 Public Involvement Plan (PIP) (Pg. 111) Gordon
12. USDOT Fiscal Management Information
 System (FMIS) Shutdown (Pg. 113) Karen Schneiders

REPORTS:

Public Outreach Gordon
 TIP Administrative Modification Updates Johnson
 Roundtable All

MEETING WRAP-UP:

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

TAC MEMBERS: If you are unable to attend this meeting, please
 contact Becky Karasko at (970) 416-2257 or rkarasko@nfrmpo.org.
 Thank you.

July 15, 2015 TAC Meeting Minutes

**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**

**July 15, 2015
1:03 – 3:05 p.m.**

TAC MEMBERS PRESENT:

Suzette Mallette, Vice-Chair – Larimer County
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Will Jones – Greeley Alternate
David Klockeman – Loveland
Janet Lundquist – Weld County
Karen Schneiders – CDOT
Gary Thomas – SAINT
Dennis Wagner – Windsor
Martina Wilkinson – Fort Collins

NFRMPO STAFF:

Becky Karasko
Aaron Buckley
Alex Gordon
Angela Horn
Josh Johnson

TAC MEMBERS ABSENT:

Dawn Anderson – Evans
Eric Bracke, Chair – Greeley
Stephanie Brothers – Berthoud
Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Ingrid Hewitson – CDPHE
John Holdren – Severance
Jessica McKeown – LaSalle

IN ATTENDANCE:

Emma Belmont –Transfort
Sarah Boyd – NoCo Bike & Ped
Collaborative
Rashid Dolor – FHWA
Catherine Fallin –Transfort
Marissa Gaughan – CDOT
Amy Lewin – Fort Collins
Rachel Prelog – Fort Collins
Kurt Ravenschlag – Transfort
Kathy Seelhoff – CDOT

CALL TO ORDER:

Vice-Chair Mallette called the meeting to order at 1:03 p.m. Mallette stated Fort Collins requested to move their presentation to the beginning of the meeting.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE JUNE 11, 2015 TAC WORK SESSION MEETING NOTES AND THE JUNE 17, 2015 TAC MEETING MINUTES:

Schneiders made a motion to approve the June 11, 2015 TAC Work Session Meeting Notes and the June 17, 2015 TAC Meeting Minutes. Lundquist seconded the motion and it was approved unanimously.

CONSENT AGENDA:

No Items this Month.

PRESENTATIONS:

West Elizabeth Enhanced Travel Corridor Plan

Belmont/Lewin/Prelog

Amy Lewin, Emma Belmont, and Rachel Prelog with the City of Fort Collins presented information about the West Elizabeth Enhanced Travel Corridor (ETC) Plan. Lewin explained the ETC plan will prioritize high frequency transit, bicycling, and walking. The Plan will cover the area between Overland Trail and Shields Street, and will consider current and future land uses and travel behaviors. Prelog discussed existing conditions and lessons learned to-date through public engagement, including overcrowding and the lack of transit amenities, the high number of cyclists using the corridor, and lack of consistent ADA-compliant sidewalks. Belmont discussed the current visioning process, including focus groups, stakeholder committees, online surveys, open houses, and visiting local boards and commissions. The next Open House will be held on August 5th from 6:00 p.m. to 8:00 p.m. at St. Paul's Episcopal Church.

Mallette asked for clarification on what transit amenities are lacking on the corridor. Prelog stated many stops only have signs without benches or shelters. Belmont added many stops do not have ADA-compliant amenities. Johnson asked what transit service is being considered for the corridor. Belmont responded the vision is for enhanced transit services and the current visioning process will be used to study what is appropriate. Klockeman asked how the study will balance the needs of automobiles with the needs of alternative transportation modes. Lewin stated they will look at all needs and changes in the corridor's characteristics. Ravenschlag added the purpose of the ETC is not to reduce automobile capacity, but to take advantage of additional capacity with alternative transportation modes. Klockeman suggested looking at Taft Hill Road and Mulberry Street because people use these streets to avoid traveling on West Elizabeth Street.

ACTION ITEMS:

FY2016 UPWP Tasks Recommendation to Council

Karasko

Karasko explained the item was brought back to TAC because Council approved the FY2016 UPWP contingent on TAC's recommendation. Karasko presented the two options for TAC to move forward: continuance of the item until the August TAC meeting or recommendation of the FY2016 UPWP as presented. Thomas asked why there was urgency to adopt the FY2016 UPWP. Karasko responded there are funding and timing issues if it is not approved. Lundquist stated she did not think there were enough TAC members present to have a valid vote. Mallette asked how many TAC members were prepared to adopt the FY2016 UPWP. Schneiders and Wagner indicated they were. Gaughan stated the risk in delaying approval of the FY2016 UPWP would be a delay in project contracts. Purdy added the UPWP acts as the guide for federal funding. Klockeman stated the UPWP previously had a page concerning budgets for each municipality, but this was not included in the FY2016 UPWP. Schneiders asked if this would be possible to add into the current document. Mallette asked what action TAC wished to take. Schneiders suggested a deadline for comments on July 24, 2015 at noon. Wilkinson and Klockeman requested an extension until the end of the month. Klockeman moved TAC continue the FY2016 UPWP approval to the August 19th TAC meeting, with all comments due to NFRMPO staff by close of business on July 31st and NFRMPO staff would send an email with information about the deadline. Wilkinson seconded and the motion was approved unanimously.

Additional CMAQ Funding Allocation

Johnson

Johnson presented the additional FY2014 CMAQ and TAP allocations, which will be rolled forward to FY2016. CDOT's Office of Financial Management and Budget (OFMB) complete its reconciliation, which showed an additional CMAQ allocation of \$406,878 for the NFRMPO. Funding was split between CMAQ funding pools as outlined in the adopted TIP Narrative. Impacted parties worked off-line to recommend specific project funding regarding the allocation. The Signal Timing Pool funding allocation went to Loveland as it has the only project in the pool. Loveland transferred the funding to

the Bus Purchase Pool. The Bus Purchase Pool funding allocation was split between GET and Transfort. The CNG Equipment Pool funding allocation went to Weld County, as it is the next project on the list. The reconciliation also showed an additional \$5,908 in TAP funds for the NFRMPO. The additional TAP funding will be allocated to the Colorado Front Range Trail project (Larimer County), offsetting the local funding overmatch. Lundquist asked if there would be revised award letters. Johnson replied he will send those out. Wilkinson moved TAC recommend Planning Council approve funding as presented. Lundquist seconded and the motion was approved unanimously.

2040 Regional Transit Element

Karasko

Karasko discussed the TAC recommendation presented to Council at their July 9th meeting and the comments received. The comments from Council included: the North I-25 Commuter Rail should be included in the analysis of corridors in the RTE; confusion about the relationship of the four alternatives and the final recommendation; and ensuring table titles explain the data included. Karasko explained the information is included in the full document so additional edits are not needed. Jones motioned to recommend Council adopt the 2040 RTE at their August 6th meeting. Klockeman seconded and the motion was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal):

NoCo Bike/Ped Collaborative

Sarah Boyd discussed the bicycle and pedestrian counter presentation from NFRMPO staff at their July 8th meeting. The NFRMPO will purchase two permanent and three mobile counters for the region and communities will install and maintain them. Collected data will be shared with the NFRMPO in exchange for the counter purchase. Boyd mentioned registration for the November 5th conference will open soon. Klockeman asked for an update on selecting locations for the counters. Buckley explained he emailed each community in the NFRMPO region and NoCo Bike/Ped Collaborative and asked for three proposed permanent locations. The communities should bring this information and a five-minute presentation to the next NoCo Bike/Ped Collaborative meeting on August 12th.

Regional Transit Items

Jones mentioned he will be meeting with DOLA regarding Hill-N-Park transit. The GET public hearing on the new route changes has been rescheduled for August 24th. GET received a map from CSU about CSU students living in Greeley and Windsor. Jones will bring this information to a future TAC meeting.

Schneiders stated the Federal Management Information System (FMIS) will be down in October. CDOT will need letters from agencies planning to flex CMAQ funding from FHWA to FTA for FY2016 as soon as possible. Schneiders also mentioned Bustang began running on Monday, July 13th with a positive response. Over 100 tickets of various denominations were sold online prior to the launch of the system. Mallette asked about the mid-day run to the Fort Collins Downtown Transit Center. Schneiders stated one run each day will service the transit center. Jones asked if ridership counts were available. Schneiders stated there are none available yet. Wilkinson asked if CDOT had to use any of their extra buses, but Schneiders stated they have not been used yet.

Senior Transportation

Thomas mentioned Berthoud is in the process of working with Transfort and RAFT to start travel training for their system.

Regional Air Quality Council

Brimmer discussed the second meeting of one of the three State Implementation Plan (SIP) subcommittees, where NFRMPO and DRCOG staff presented about their travel demand models. The next meeting will be held on August 25th in downtown Denver with a focus on managed lanes and

congestion pricing. Mallette asked what years the new SIP will cover. Brimmer responded the subcommittees are meeting ahead of the adoption of the SIP in summer 2016, with implementation by early 2017. Strategies that can be implemented after the 2017-2019 SIP will be utilized for a new 2019-2021 SIP. Brimmer reported ozone has been high this summer, with Fort Collins and Greeley above the standard 75 PPM. There will be a Mow Down event on July 25th in Fort Collins for residents to exchange gasoline lawnmowers for discounted electric mowers. Thomas stated Brimmer will be presenting at the Fort Collins Transportation Board about the SIP.

DISCUSSION ITEMS:

2015 Congestion Management Process

Buckley

Buckley presented the complete 2015 CMP, which contains updated information gathered as part of the 2040 Regional Transportation Plan (RTP). The 2015 CMP recommends using travel time datasets such as the FHWA HERE dataset and the new INRIX dataset, in addition to the Fort Collins Bluetooth data and the NFRMPO's 2040 Regional Travel Demand Model. CDOT, Greeley, and Loveland will supply travel time data when they install their Bluetooth readers. Klockeman stated it is odd some of the INRIX data skips the City of Loveland. Wilkinson asked what happens if there is no data for a congested Regionally Significant Corridors (RSC). Buckley responded there is a budget to purchase supplemental Bluetooth counters to ensure data is being collected in these areas. Mallette stated congestion is not standard across corridors and asked how that will be factored into the analysis. Buckley stated the CMP contains additional information about Travel Demand Management (TDM) and Intelligent Transportation Systems (ITS); descriptions and maps of the INRIX data; updated Travel Time Index (TTI) maps; and more existing conditions information from the 2040 RTP. The CMP will be a discussion item at the August 6th Council meeting with TAC recommendation for approval in August and Council adoption in September. Wilkinson stated railroad crossings are a major cause of congestion and may increase TTI in Fort Collins. Jones stated he will email comments to Buckley. Mallette requested Buckley add a category for 2.5 and above TTI to *Figure 4-1*.

2040 Regional Transportation Plan

Karasko

Karasko explained TAC has read every chapter of the 2040 RTP and thanked TAC for all of their hard work. Karasko requested TAC recommend bringing the full 2040 RTP for discussion in August to Council. Mallette stated she sent comments about references to Karasko prior to the meeting. Horn reported *Table 8-7* has been updated after receiving data from consultants and has been included in the document. Klockeman stated there should be consistency concerning the usage of MPO and NFRMPO in the document. Klockeman asked why the 2015 Network shows routes which will not be constructed until after 2015. Horn explained the 2015 Network represents projects between 2015 and 2024, and stated she will add clarification to the table. Klockeman stated there is a formatting issue on *Table 12-2*. Schneiders asked about lane-mile ranges in *Table 12-2* and Horn stated she will add additional information. Karasko stated substantive edits should be submitted to staff by close of business on July 31st. Klockeman stated he liked the chapter covers and the addition of the north/south and east/west RSC maps.

REPORTS:

Public Outreach Updates

Gordon reported Buckley and Johnson attended Eaton Days on July 11th, and Gordon and Horn will attend LaSalle Days on July 18th. He stated the NFRMPO is continuing its partnership with RAQC during the OzoneAware campaign.

TIP Administrative Modification Updates

Johnson processed one modification for CDOT concerning Bridge Off-System projects.

Roundtable

Karasko stated the September TAC meeting will be held; however, the October TAC meeting will be canceled, due to the NTI Transportation and Land Use Training which will be held at the Department of Transportation Lakewood Building, October 19-21, 2015. TAC members received an email regarding this training on July 9th and are invited to attend.

Horn stated the NFRMPO received its letter from FHWA concerning FY2016-2019 TIP conformity. Council approved conformity for the 2040 RTP and re-adopted conformity for the FY2016-2019 TIP at their July meeting. It will go to AQCC in August.

Mallette handed out the 2014-2015 Larimer County Community Report, which contains facts and figures based on community surveys.

Johnson stated copies of the July newsletter are available.

MEETING WRAP-UP:

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – The 2040 RTP and CMP will be on the Consent Agenda, the FY2016 UPWP will be an action item, and the Public Involvement Plan will be a discussion item. Wilkinson will present the Laurel Street Separated Bike Lane project.

Meeting adjourned at 3:05 p.m.

Meeting minutes submitted by:
Alex Gordon, NFRMPO staff.

The next meeting will be held at 1:00 p.m. on Wednesday, August 19, 2015 at the Windsor Recreation Center, Pine Room.

CONSENT ITEM: 2015 Congestion Management Process
(CMP)

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 19, 2015	2015 Congestion Management Process **CONSENT**	Aaron Buckley
Objective / Request Action		
Staff is requesting TAC approval of and recommendation to Council to adopt the 2015 Congestion Management Process (CMP) at their September 3, 2015 meeting.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> MPO staff has developed the 2015 CMP, scheduled for September 3, 2015 Council adoption. Comments received at the July 15, 2015 TAC meeting have been incorporated into the document. The 2015 CMP must be approved before the 2040 Regional Transportation Plan (RTP). 		
Committee Discussion		
<p>As requested at the July 15, 2015 TAC meeting, all applicable revision suggestions were incorporated in the 2015 CMP. Additional information about railroad crossings, transit performance measurement adherence, and travel time index mapping is now included in the document.</p> <p>The 2015 CMP was presented to the NFRMPO Planning Council at the August 6, 2015 meeting. Discussion focused on Bluetooth counter function and the reduction in performance measures from 18 to three.</p>		
Supporting Information		
<ul style="list-style-type: none"> 2015 CMP adoption is required prior to 2040 RTP adoption. Annual CMP reporting is a required component of the 2040 RTP. The previous CMP was released in 2010, prior to adoption of the 2035 RTP. The 2015 CMP Report is a new Congestion Management Process. <p>The full 2015 CMP can be accessed here: http://nfrmpo.org/Projects/2015CMP.aspx</p>		
Advantages		
<ul style="list-style-type: none"> The 2015 CMP fulfills the federal requirement for Urbanized Areas (UZA) over 200,000 or TMAs, to maintain a CMP. The 2015 CMP provides the process and performance measures the annual report will use to quantify regional congestion. Congestion management reporting informs the RTP planning and Transportation Improvement Program (TIP) programming processes. 		
Disadvantages		
None noted.		
Analysis /Recommendation		
Staff requests TAC members recommend Council adopt the 2015 CMP at their September 3, 2015 meeting.		
Attachment		
<ul style="list-style-type: none"> 2015 CMP Executive Summary 		

2015 Congestion Management Process Executive Summary

The purpose of the 2015 Congestion Management Process (CMP) is to create an objectives-driven, performance-based process to reduce regional transportation congestion. Congestion reduction goals, objectives, performance measures, and targets included in the 2040 Regional Transportation Plan (RTP), other congestion management reports, or crafted specifically for this CMP make up this report.

Nationally, congestion released 56 Billion pounds of carbon dioxide into the atmosphere, wasted 5.5 Billion hours, and 2.9 Billion gallons of fuel costing travelers \$121 Billion in 2011. The North Front Range Metropolitan Planning Organization (NFRMPO) will focus on reducing congestion on the Regionally Significant Corridors (RSCs). The NFRMPO will collect data regionally from counters by anonymously recording vehicle travel times using Bluetooth, Wi-Fi, and Global Positioning System (GPS) technology. Additional data sources include INRIX travel time and volume datasets and the Federal Highway Administration's (FHWA) national HERE travel time dataset. The NFRMPO is currently working with Fort Collins, Loveland, Greeley, and CDOT to install Bluetooth counting equipment across the region along the regionally significant corridors at signalized intersections where data is not available.

The NFRMPO and local communities will track regional CMP progress using three performance measures including: Travel Time Index (TTI), Vehicle Miles Traveled (VMT), and Transit Performance Measures. In addition, Transportation Demand Management strategies (TDM) and Intelligent Transportation System (ITS) technologies will be used to reduce congestion.

CONSENT ITEM: 2040 Regional Transportation Plan (RTP)

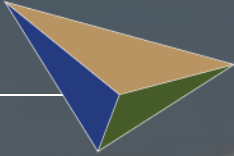
AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 19, 2015	2040 Regional Transportation Plan **CONSENT**	Becky Karasko
Objective / Request Action		
Staff is requesting TAC approval of and recommendation to Council to adopt the 2040 Regional Transportation Plan (RTP) at their September 3, 2015 meeting.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • MPO staff has developed the 2040 RTP, scheduled for September 3, 2015 Council adoption • The 2040 RTP includes a long-term transportation vision for the region • Projects included in the TIP must be included in the 2040 RTP to move forward and be funded 		
Committee Discussion		
<p>TAC began their review of the twelve 2040 RTP chapters in April and completed them in June. This review process included two Work Sessions, one in late May and one in early June, in addition to the regularly scheduled TAC meetings.</p> <p>The MPO Executive Committee met on April 23, 2015 and requested TAC provide a recommendation to Council on the 2040 RTP. In response, TAC discussed and provided feedback on the financial plan for the 2040 RTP at their May 20, 2015 meeting and requested staff present it to Council. Staff presented the financial plan to Council at their June 4, 2015. Planning Council provided no comments.</p> <p>The 2040 RTP was presented to Council at their August 6, 2015 meeting as a Discussion Item. No comments were received. The 30-day public comment period opened on Friday, August 7, 2015 and closes on Saturday, September 6, 2015. Any comments received will be incorporated into the 2040 RTP.</p>		
Supporting Information		
<p>The 2040 RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2040 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally constrained corridor plan for the future.</p> <p>The full 2040 RTP document can be accessed here: http://www.nfrmpo.org/Projects/2040RTP.aspx.</p>		
Advantages		
Having TAC review the full 2040 RTP prior to Council action allows TAC to maximize their time and input for review prior to final 2040 RTP recommendation at the August 19, 2015 TAC meeting for Council adoption at their September 3, 2015 meeting.		
Disadvantages		
None noted.		
Analysis /Recommendation		
Staff requests TAC members recommend Council adopt the 2040 RTP at their September 3, 2015 meeting.		
Attachment		
<ul style="list-style-type: none"> • 2040 RTP Executive Summary 		

Executive Summary



Executive Summary

This 2040 Regional Transportation Plan (RTP) provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region. The North Front Range Transportation and Air Quality Planning Council (NFRMPO), also known as the NFRMPO, is responsible for long range regional transportation planning. The North Front Range Metropolitan Planning Organization (NFRMPO) has undertaken this 2040 RTP to extend the planning horizon and to ensure compliance with Moving Ahead for Progress in the 21st Century (MAP-21). The NFRMPO region has two air quality maintenance areas for carbon monoxide (CO): Fort Collins and Greeley. The entire NFRMPO region is also included in the nine county nonattainment area for ozone. Due to this air quality nonattainment status, the NFRMPO is required to update its long range transportation plan every four years.

This planning process was conducted under the direction of the 17-member Planning Council, made up of one elected official from each member community, as appointed by that community, as well as a representative from the Colorado Department of Public Health and Environment's (CDPHE) Air Pollution Control Division (APCD) and the State Transportation Commission. The Planning Council's purpose is to provide local governments with the opportunity to direct regional planning efforts and allocate federal funding to regional transportation priorities. Additionally, the Technical Advisory Committee (TAC) consists of staff from each member community, the Colorado Department of Transportation (CDOT), APCD, and the Regional Air Quality Council (RAQC) who work together to provide technical recommendations to the Planning Council. This 2040 RTP was developed by NFRMPO staff, with technical input from TAC.

As the region moves toward 2040, there will be significant population growth within the region, with 84 percent more residents in 2040 than in 2010. Population and employment growth are occurring fastest in the I-25 sub-region resulting in 183 percent higher population in 2040 than in 2010. Other important demographic changes include:

- Employment will increase in the I-25 sub-region at the highest percentage, nearly double that of any other area in the North Front Range. The more developed and built out the sub-region, the less population and employment growth is projected to occur.
- The current population growth rate in the region outpaces the growth rate of jobs, this imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65 and over will increase from 18 percent of the population in 2010, to 26 percent of the population by 2040. This demographic shift may mitigate the number of residents traveling outside the region to employment.

It is important to keep these demographic trends, the availability of future transportation funding, the need to maximize the current transportation system, and the future needs of the region's population in mind when planning for the future of the North Front Range's regional transportation system.

ACTION ITEM: FY2016-2019 Transportation Improvement
Adoption Recommendation

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 19, 2015	FY2016-2019 Transportation Improvement Program (TIP) Adoption Recommendation	Josh Johnson
Objective / Request Action		
Review the FY2016-2019 TIP and recommend Planning Council adoption at their September 3, 2015 meeting.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The NFRMPO Planning Council (Council) is expected to readopt a final version of the FY2016-2019 TIP, pending final public comment, at their September 3, 2015 meeting. TAC must make a formal recommendation for Council to adopt the FY2016-2019 TIP at their September 3, 2015 meeting. The FY2016-2019 TIP must be readopted to be fiscally constrained under the 2040 Regional Transportation Plan (RTP). The FY2016-2019 TIP includes an updated narrative covering amendment and delay policies and procedures, environmental justice analysis, and fiscally constrained project listings for the TAP, STP-Metro, and CMAQ funding programs. Projects included were selected in an approved call for projects process. 		
Committee Discussion		
Council voted to open the FY2016-2019 TIP for a 30-day public comment period at their August 6, 2015 meeting. The FY2016-2019 TIP was placed on the NFRMPO website for public access on Friday, August 7, 2015.		
Supporting Information		
<ul style="list-style-type: none"> Projects resulting from the approved FY2016-2019 Call for Projects Process have been included in the TIP for the TAP, STP-Metro, and CMAQ funding programs. One project has been rolled forward from the FY2012-2017 TIP under TAP, three projects have been rolled forward under CMAQ, and four projects have been rolled forward under STP-Metro. Additional project selections made through CDOT's processes have been added into the FY2016-2019 TIP as the information became available (i.e. Bridge On-State and Off-State System project, Regional Priority Program projects, FASTER Safety and Transit projects, RAMP, and Regional TAP selections) Additional project selections made through Federal Transit Administration (FTA) processes will be added into the FY2016-2019 TIP as the information becomes available. The FY2016-2019 TIP was made available for public comment on the NFRMPO website on August 6, 2015. The comment period will close on September 5, 2015. 		
Advantages		
Approval of the FY2016-2019 TIP will ensure the timely merger of projects into the STIP so budget processes can occur at the beginning of Federal FY 2016.		
Disadvantages		
None Noted.		
Analysis /Recommendation		
Staff requests TAC recommend Council adopt the FY2016-2019 TIP at their September 3, 2015 meeting.		
Attachments		
FY2016-2019 TIP Tables and EJ Analysis		

Rev. 9/17/2014

To Be Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015 - Public Comment 8-7-2015 through 9-5-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool

Project Programmed / budgeted in pool

North Front Range Pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
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HIGHWAYS

BRIDGE - ON STATE SYSTEM

SR46598		Region 4 Bridge - On System Pool <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	Bridge	Federal	CBP	0	1,421	1,510	0	2,931	
					State	CBP	0	280	315	0	595	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	0	1,701	1,825	0	3,526
SR45218.173	2017-006	SH14C: Ft Collins East MP 135.7 - 139.5	CDOT Region 4	Bridge Reconstruct	Federal	CBP	0	1,234	0	0	1,234	
					State	CBP	0	256	0	0	256	
					Total		0	1,490	0	0	1,490	
	2017-007	SH60: I-25 - Milliken MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal	CBP	0	50	0	0	50	
					State	CBP	0	11	0	0	11	
					Total		0	61	0	0	61	
SR46598.036	NF1099	NFR Asset Mgmt Bridge Maintenance MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal	CBP	0	0	1,510	0	1,510	
					State	CBP	0	0	315	0	315	
					Total		0	0	1,825	0	1,825	
	2017-012	GWRR Bridge Repairs over I-25 S/O US34	CDOT Region 4	Bridge Reconstruct	Federal	CBP	0	137	0	0	137	
					State	CBP	0	13	0	0	13	
					Total		0	150	0	0	150	

BRIDGE - OFF STATE SYSTEM

SR46601		Region 4 Bridge - Off System Pool <i>Funding amounts allocated for the North Front Range Region</i>	Various	Bridge	Federal	BRO	968	0	1,756	0	2,724	
					Local	L	242	0	439	0	681	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	1,210	0	2,195	0	3,405

Projects: Big Thomp. River at CR19E (LR19E-0.5-20)
West Mutual Ditch/CR44 (WEL044.0-033.0A)
Spring Ck at Riverside (FCRVSDE-S.2PRST)

Roll Forward from 2012-2017 TIP Larimer County Canal (LR3-0.5-50)

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Statewide or Region Four Pool	Project Programmed / budgeted in pool
North Front Range Pool	Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19	
STRATEGIC												
SSP4028		N. I-25 Corridor (Denver to Fort Collins) Construction	CDOT	Highway Added Capacity	Federal	Regional Priority	1,090	0	0	0	1,090	
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>		Modify & reconstruct	State	RAMP	28,000	0	0	0	28,000	
					State	FASTER Safety	5,000	0	0	0	5,000	
For the most current corridor funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	34,090	0	0	0	34,090

FASTER (North Front Range Listings of State Highway Locations)

SR466006		Region 4 FASTER Safety Pool	CDOT	FASTER Safety								
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>			State	FAS	13,803	13,930	14,043	14,139	55,915	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	13,803	13,930	14,043	14,139	55,915
SR46606.059	2017-008	US85 & SH392	CDOT Region 4	Intersection Improvement	State Total	FAS	0 0	2,500 2,500	0 0	0 0	2,500 2,500	
SR46606.060	2018-005	SH402 at CR 9E	CDOT Region 4	Intersection Improvement	State Total	FAS	0 0	0 0	2,500 2,500	0 0	2,500 2,500	
ST46606.062	2019-002	SH263: Safety Improvements	CDOT Region 4	Safety Improvement	State Total	FAS	0 0	0 0	0 0	1,000 1,000	1,000 1,000	
SR46598		Region 4 State Bridge Enterprise Pool	CDOT	FASTER Bridge								
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>			State							
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total					
SR46606.40		Region 4 FASTER Safety Signal Pool	CDOT	FASTER Safety Signal								
See Region Pools Section		<i>Funding amounts allocated for the North Front Range Region</i>			State							
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total					

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Project Programmed / budgeted in pool

North Front Range Pool

Project's funds have been rolled forward

Dollars in Thousands

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REGIONAL PRIORITIES (North Front Range Listings)											
SR46600.016		R-4 RPP	CDOT		Federal	RPP	11,621	11,283	10,955	10,635	44,494
					State						
					Total		11,621	11,283	10,955	10,635	44,494
<i>Funding amounts allocated for the North Front Range Region</i>											
<i>For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget</i>											
SR45001	2016-010	I-25 Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	STA	915	1,762	526	0	3,203
					State	SHF	229	441	131	0	801
					Total		1,144	2,203	657	0	4,004
SR46600.031	NF1047	US85 PEL	CDOT Region 4	Planning	Federal	STA	400	400	0	0	800
					State	SHF	100	100	0	0	200
					Total		500	500	0	0	1,000
SR45218.129	2016-012	US85 & US34 Intersection	CDOT Region 4	Intersection Improvement	Federal	STA	400	400	0	0	800
					State	SHF	100	100	0	0	200
					Total		500	500	0	0	1,000
SR45001.009	NF1092	Adaptive Signal Control US85 (Greeley)	CDOT Region 4	ITS Signal Control	Federal	RAMP	147	0	0	0	147
					State		0	0	0	0	0
					Total		147	0	0	0	147
CONGESTION RELIEF											
SR46603		Region 4 Congestion Relief Pool	CDOT		Federal						
					State						
					Total						
<i>Funding amounts allocated for the North Front Range Region</i>											

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North Front Range Pool

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Dollars in Thousands

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SURFACE TREATMENT												
SR45218		Region 4 Surface Treatment <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	Surface Treatment	Federal State	STA	58,338	58,320	61,098	0	177,756	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	58,338	58,320	61,098	0	177,756
SR45218.112	NF1016	SH56 Berthoud East MP 4.6 - 9.4	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	3,700 800 4,500	0 0 0	0 0 0	0 0 0	3,700 800 4,500	
SR45218.125	NF1026	SH392 Windsor to Lucerne MP 105.4 - 115.4	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	7,300 1,535 8,835	0 0 0	0 0 0	0 0 0	7,300 1,535 8,835	
SR45218.114	NF1018	SH60: I-25 to Milliken MP 6 - 14 <i>Also, see Bridge - On State System</i>	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	4,140 860 5,000	0 0 0	0 0 0	4,140 860 5,000	
SR45218.113	NF1017	SH60: US287 to I-25 MP 0 - 4.96	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	1,320 280 1,600	0 0 0	0 0 0	1,320 280 1,600	
SR45218.153	2017-011	SH287: Jasper Rd North MP 308.0 - 309.2	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	1,530 320 1,850	0 0 0	0 0 0	1,530 320 1,850	
SR45218.173	2018-006	SH14 Ft Collins East MP 135.7 - 139.5	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	0 0 0	9,110 1,890 11,000	0 0 0	9,110 1,890 11,000	
SR45218.179	2018-007	US34: US85 east to US34A MP 135.7 - 139.5	CDOT Region 4	Minor Rehab	Federal State Total	STE SHF	0 0 0	0 0 0	1,200 250 1,450	0 0 0	1,200 250 1,450	
<i>Roll Forward from 2012-2017 TIP</i>	SR45218.115	NF1019 US287: Loveland North/Harmony 334.7-339-29th-SH392 MP 355 - 339	CDOT Region 4		Federal State Total	STA SHF	2,032 422 2,454					
<i>Roll Forward from 2012-2017 TIP</i>	SR45218.107	NF1015 US287: SH1 to LaPorte Bypass (FtCollins)4-20 MF342.03 - 346.87	CDOT Region 4		Federal State Total	STA SHF	828 172 1,000					

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North Front Range Pool

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STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
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CDOT REGION 4 TRANSPORTATION ALTERNATIVES PROGRAM

SR47020		Region 4 TAP	CDOT Region 4	Transportation Alternatives	Federal	STE	2,038	1,200	0	0	3,238
		<i>Funding amounts allocated for the North Front Range Region</i>			Local		753	432	0	0	1,185
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget					Total		2,791	1,632	0	0	4,423

SR47020.005	2016-015	Long View Corridor Trail Ft Collins & Loveland Along LCR 17 Fossil Cr Drive to Loveland Rec Trail	Larimer County	Bike/Ped Facility	Federal	STE	1,000	0	0	0	1,000
					Local		350	0	0	0	350
					Local Overmatch		1,850	0	0	0	1,850
					Total		3,200	0	0	0	3,200

SR47020.016	2016-016	Sheep Draw Trail 2015 Greeley Along Sheep Draw from 71st Ave West and south to 20th St	Greeley	Bike/Ped Facility	Federal	STE	219	200	0	0	419
					Local		199	182	0	0	381
					Total		418	382	0	0	800

SR47020.006	2016-017	Pitkin St Low Stress Bicycle Corridor Clearview, Springfield, & Pitkin St from Overland Park to Riverside Ave	Fort Collins	Bike/Ped Facility	Federal	STE	593	0	0	0	593
					Local		148	0	0	0	148
					Total		741	0	0	0	741

SR47020.017	2017-013	Berthoud CR17 Bike Lanes LCR 17 between LCR 16 & US287	Berthoud	Bike/Ped Facility	Federal	STE	0	1,000	0	0	1,000
					Local		0	250	0	0	250
					Total		0	1,250	0	0	1,250

SR47020.019	2016-018	Secure Bicycle Parking Downtown Transit Center (250 N Mason St, Fort Collins) University MAX Station (University Ave & S Mason St, Fort Collins)	Fort Collins	Bike/Ped Facility	Federal	STE	226	0	0	0	226
					Local		56	0	0	0	56
					Total		282	0	0	0	282

Roll Forward from
2012-2017 TIP

SNF5094.035	NF1062	SH60 Milliken-Johnstown Trail	Milliken Johnstown	Bike/Ped Facility	Federal	TAP	94				
					Local		75				
					Total		169				

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Dollars in Thousands

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TRANSPORTATION ENHANCEMENTS											
SNF5094		Transportation Enhancements		Transportation Enhancements	Federal	ENF	206	0	0	0	206
		<i>Funding amounts allocated for the North Front Range Region</i>			Local		51	0	0	0	51
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget			Total		257	0	0	0	257
<i>Roll Forward from 2012-2017 TIP</i>	SNF5094.035	NF1062 SH60 Milliken - Johnstown Trail	Milliken Johnstown	Bike/Ped Facility	Federal Local	ENF	206 51				
NFR TRANSPORTATION ALTERNATIVES PROGRAM											
SNF5095		NFR Not Assigned TAP			Federal Local	TNF	0 0	0 0	0 0	0 0	0 0
					Total		0	0	0	0	0
SNF5095.001	2016-001	Colorado Front Range Trail	Larimer County Fort Collins Loveland	Bike/Ped Facility	Federal Local Total	TNF	456 114 570	0 0 0	0 0 0	0 0 0	456 114 570
SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Total	TNF	0 0 0	50 13 63	250 63 313	250 63 313	550 138 688
<i>Roll Forward from 2012-2017 TIP</i>	SNF5094.029	NF0919 Boyd Lake Ave. at Greeley Loveland Canal	Loveland	Bike/Ped Facility	Federal Local Local Overmatch Total	TAP L LO	249 64 540 853				
				Transportation Alternatives programmed in NFRMPO	Federal Local Total	TNF	456 114 570	50 13 63	250 63 313	250 63 313	1,006 252 1,258

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CONGESTION MITIGATION & AIR QUALITY (CMAQ)											
SNF5173		NFR Not Assigned CMAQ			Federal	AQC	0	0	0	0	0
					Local		0	0	0	0	0
					Total		0	0	0	0	0
SNF5173.050	2016-002	Greeley Comprehensive Traffic Signal Timing	Greeley		Federal	AQC	185	0	0	0	185
					Total		185	0	0	0	185
SNF5173.051	2016-003	Loveland Traffic Optimization	Loveland		Federal	AQC	380	0	0	0	380
					Total		380	0	0	0	380
New	2016-004	GET CNG Bus Replacement	Greeley		Federal	AQC	874	778	779	1,558	3,989
					Local		182	162	162	324	829
					Total		1,056	940	941	1,882	4,818
New	2016-005	Transfort CNG Bus Replacement	Fort Collins		Federal	AQC	1,418	792	793	0	3,003
					Local		295	165	165	0	624
					Total		1,713	957	958	0	3,627
New	2018-001	COLT CNG Bus Replacement	Loveland		Federal	AQC	0	0	363	363	726
					Local		0	0	75	75	151
					Total		0	0	438	438	877
New	2016-006	Weld County CNG Vehicles & Expansion	Weld County		Federal	AQC	1,700	1,252	888	901	4,741
					Local		353	260	185	187	986
					Total		2,053	1,512	1,073	1,088	5,727
New	2017-002	Loveland CNG Vehicle Replacement	Loveland		Federal	AQC	0	128	128	128	384
					Local		0	27	27	27	80
					Total		0	155	155	155	464
New	2016-007	Larimer County CNG Vehicle Replacement	Larimer County		Federal	AQC	96	96	96	96	384
					Local		20	20	20	20	80
					Total		116	116	116	116	464
Roll Forward from 2012-2017 TIP	NF1102	Loveland Traffic Signal Controllers	Loveland	ITS Traffic Controls	Federal	AQC	497				
					Local		103				
					Total		600				

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CONGESTION MITIGATION & AIR QUALITY (CMAQ) Continued													
Roll Forward from 2012-2017 TIP	NF1103	US 287 & US 34 VMS Signs	Loveland	Multi-Modal Traveler Informatior	Federal	AQC	497						
					Local		103						
					Total		600						
Roll Forward from 2012-2017 TIP	SNF5788.035	US 34 (10th St): 35th to 23rd	Greeley	Access	Federal	AQC	1,000						
					Modify & Construct	Local	208						
					Total		1,208						
Congestion Mitigation & Air Quality Improvements programmed in NFRMPO							Federal	AQC	4,653	3,046	3,047	3,046	13,792
Summary excludes Roll Forwards							Local		850	633	633	633	2,750
							Total		5,503	3,679	3,680	3,679	16,542

STP-METRO

SNF5788	NFR Not Assigned STP-Metro		NFRMPO	Planning	Federal	STU	0	0	0	0	0
					Local		0	0	0	0	0
					Total		0	0	0	0	0
New	2016-008	I-25 Truck Climbing Lane	CDOT R4		Federal	STU	3,000	0	0	0	3,000
					Total		3,000	0	0	0	3,000
New	2017-003	I-25 / Crossroads	CDOT R4		Federal	STU	0	1,000	1,000	0	2,000
					Total		0	1,000	1,000	0	2,000
SNF5788.039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins		Federal	STU	0	1,253	1,115	0	2,368
					Local		0	260	232	0	492
					Total		0	1,513	1,347	0	2,860
SNF5788.040	2018-002	US 34 Widening	Loveland		Federal	STU	0	0	647	462	1,109
					Local		0	0	134	96	231
					Total		0	0	781	558	1,340
New	2018-003	LCR 17 Expansion	Larimer County		Federal	STU	0	0	532	1,334	1,866
			Berthoud		Local		0	0	111	277	388
					Total		0	0	643	1,611	2,254

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STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
STP-METRO Continued											
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley		Federal	STU	0	0	0	1,498	1,498
					Local		0	0	0	311	311
					Total		0	0	0	1,809	1,809
SNF5788.041	2016-009	65th Ave Widening	Evans		Federal	STU	1,101	293	0	0	1,394
					Local		229	61	0	0	290
					Total		1,330	354	0	0	1,684
SNF5788.043	2017-005	Collins Street Resurfacing	Eaton		Federal	STU	0	104	0	0	104
					Local	L	0	22	0	0	22
					Total		0	126	0	0	126
Roll Forward from 2012-2017 TIP	NF1006	US 85 Access Cntrl at 31st Street	Evans	Modify Intersection	Federal	STU	103	644			
					Local	L	22	133			
					Local Overmatch	LO		68			
					Total		125	845			
Roll Forward from 2012-2017 TIP	NF1104	65th Ave: US34 Bypass - 34th St Rd (Greeley)	Greeley		Federal	STU	435				
					Local	L	91				
					Total		526				
Roll Forward from 2012-2017 TIP	NF1089	35th Ave: Prairie View to 37th St	Evans		Federal	STU	1,115				
					Local	L	232				
					Local Overmatch	LO		93			
					Total		1,440				
Roll Forward from 2012-2017 TIP	NF1088	Loveland Traffic Operations Center	Loveland		Federal	STU	205				
					Local		43				
					Total		248				
Surface Transportation Program-Metro programmed in NFRMPO					Federal	STU	4,101	2,650	3,294	3,294	13,339
Summary excludes Roll Forwards					Local	L	229	343	477	685	1,733
					Local Overmatch	LO	0	0	0	0	0
					Total		4,330	2,993	3,771	3,979	15,072

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SAFETY											
SR46667		Region 4 Hot Spots <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
		See Region Pools Section									
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget									
SR46668		Region 4 Traffic Signals <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
		See Region Pools Section									
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget									
SR46669		Region 4 Safety Enhancement <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
		See Region Pools Section									
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget									
SR46813		Region 4 Maintenance (Traffic Operations) <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State						
		See Region Pools Section									
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget									
SR46666		Region 4 Hazard Elimination Pool <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State		0	0	0	0	0
		See Region Pools Section									
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget									
					Total		0	0	0	0	0
Roll Forward from 2012-2017 TIP	SR4666.053	NF1084 US287: Orchards Shopping Center (Loveland) MP 335.35	CDOT Region 4	Safety	Federal State	SHO SHF	270 30				300
					Total						
Roll Forward from 2012-2017 TIP	SR4666.052	NF1083 Shields St - Drake Rd to Davidson	CDOT Region 4	Safety	Federal State	SHO SHF	887 99				986
					Total						
RAILROAD AT-GRADE											
	SR47000.	CDOT Region 4 Railroad Crossing Pool		Safety							
		For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget									
GRANTS: SAFE ROUTES TO SCHOOLS											
Roll Forward from 2012-2017 TIP	SR47001.022	NF1113 Garfield ES Sidewalk Improvements	Loveland	Sidewalks & ADA Ramps	Federal	GRNT	113				113
				Note: Eligible for 100% Fed	Total						

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TRANSIT											
STRATEGIC TRANSIT PROJECTS											
NFRMPO Strategic Transit Projects					State	Strategic Transit					
					Local						
					Total						
TRANSIT 5307: Urbanized Area Formula Program											
Fort Collins-Loveland-Berthoud TMA					Federal	FTA5307					
Greeley Urbanized Area					Federal	FTA5307					
TRANSIT 5309: Capital Investment Program											
SST6740		Colorado Association of Transit Agencies appropriation reques	Fort Collins		Federal	FTA 5309					
SST6740.076		Fort Collins: State of Good Repair	Fort Collins		Federal	FTA 5309					
SST6740		Colorado Association of Transit Agencies appropriation reques	Greeley		Federal	FTA 5309					
SST6740		Colorado Association of Transit Agencies appropriation reques	Loveland		Federal	FTA 5309					
SST6740		Loveland: State of Good Repair	Loveland		Federal	FTA 5309					
TRANSIT 5310: Transportation for Elderly Persons & Persons with Disabilities											
SST6727		Transit USC 5310 Pool			Federal	FTA5310					
TRANSIT 5311: Rural & Small Urban Areas (Non-Urbanized areas)											
SST6729		Transit USC 5311 Pool			Federal	FTA5311					
TRANSIT 5339 - Bus and Bus Facilities Program											

To Be Adopted by NFRT&AQ PLANNING COUNCIL 9-3-2015 - Public Comment 8-7-2015 through 9-5-2015

**Transportation Improvement Program FY 2016 - FY 2019
North Front Range Transportation & Air Quality Planning Council**

Statewide or Region Four Pool

Project Programmed / budgeted in pool

North Front Range Pool

Project's funds have been rolled forward

Dollars in Thousands

STIP ID / WBS ID Number	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
FASTER Transit											
SR47005		CDOT Region 4 FASTER Transit Pool			State	TRG					
SST7035		CDOT DTR FASTER Transit Pool			State	TRG					

LOCAL

RAMP PROJECTS

SR45001.019	NF1097	SH287: SH1 to LaPorte Bypass (Ft Collins_ 4-20)	CDOT Region 4	Widening	Federal Total	RAMP	7,834 7,834	0 0	0 0	0 0	7,834 7,834
SR45001.011	NF1094	Loveland RWIS Update/Expansion (4-36)	Loveland	Roadway Weather Information Update	Federal Local Total	IRP L	304 76 380				

Roll Forward from 2012-2017 TIP

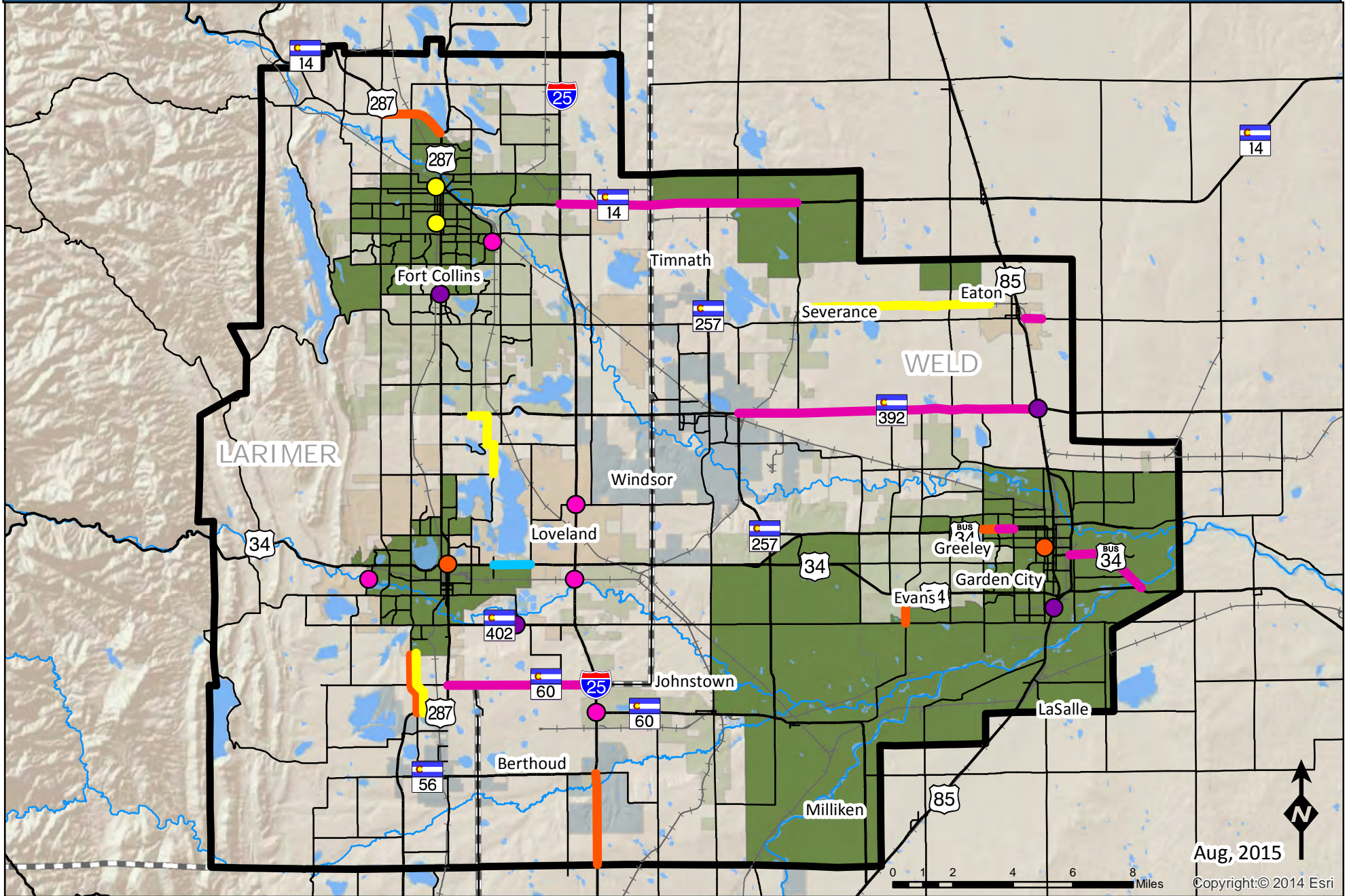
Emergency Relief / TCC Contingency

Federal and State Emergency Relief and TCC Contingency funds are used for these projects.

ROLL FORWARDS (shown Program-by-Program above)

Dollar figures flagged above as "Roll Forwards" (see light blue borders) address the need for rebudgeting created by the ERP system at CDOT when doing phase balance transfers within projects whose federal funds had been programmed in previous years. The NFRMPO understands that the dollars shown as Roll Forwards for completion of these projects do not deduct from the current TIP control totals within the various programs.

Environmental Justice FY 2016 - 2019 TIP



Legend

- | | | | | | | | | |
|---------------------|-------------------|--------------------------|-------------------|------------------|-----------------|--------|-----------------|-----------------------------|
| Project Type | Bridge Work | Operational Improvement | Capacity Change | Improve Pavement | NFRMPO Boundary | Rivers | County Boundary | Environmental Justice Areas |
| | Bike/Ped Facility | Intersection Improvement | Bike/Ped Facility | | | | | |

**ACTION ITEM: FY2016 Unified Planning
Work Program (UPWP**



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MPO Planning Council

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Memorandum

To: NFRMPO TAC
From: Terri Blackmore
Date: August 19, 2015
Re: FY2016 Unified Planning Work Program

Background

The TAC reviewed and prioritized possible work tasks at the February TAC meeting. NFRMPO staff prepared the FY2016 work program to reflect the prioritization identified by TAC.

For the June TAC meeting, staff requested TAC members review the Tasks in Sections under Plan Monitoring, Plan Development, Planning Services, and Plan Implementation, as well as the FY2014-15 Activities section.

The Finance Committee recommended approval of the FY2016 UPWP budget at their June 17, 2015 meeting and recommended Planning Council approve the FY2016 UPWP at their July meeting. Planning Council approved the FY2016 UPWP at their July 9, 2015 meeting and requested TAC review the UPWP. Planning Council noted they would make an amendment if necessary based on TAC's recommendation from either their July 15, 2015 or August 19, 2015 meeting.

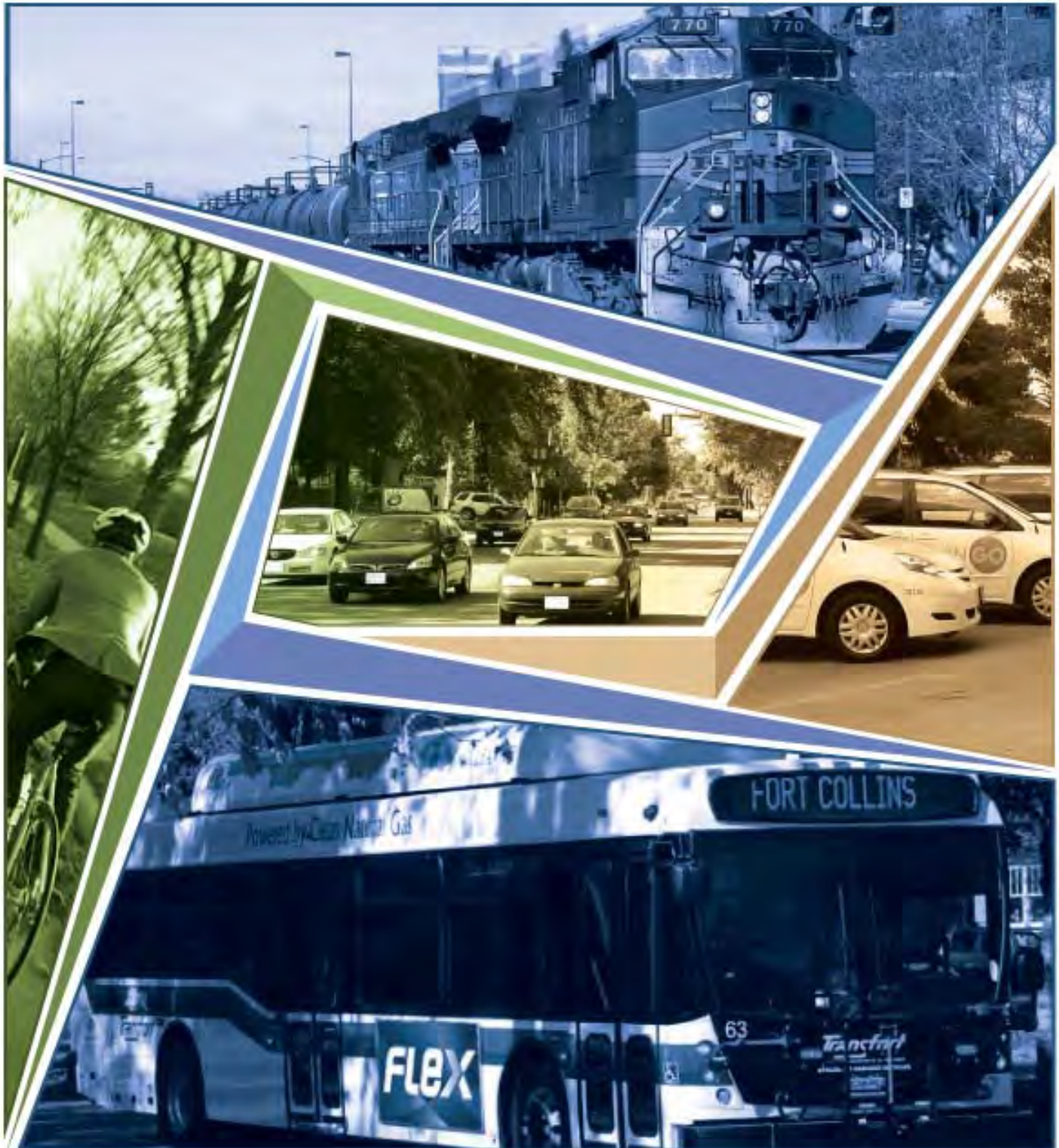
Comments were incorporated as appropriate from the six TAC members who provided them. There were no substantive changes to the work tasks. The FY2017 portion was deleted and the required certifications were added prior to the document being submitted to CDOT. A separate copy of the local match was provided to TAC members for their use.

Action

It is requested that TAC recommend Council approve the FY2016 UPWP tasks as presented. This will not require an amendment to the adopted FY2016 UPWP as there were no substantive changes to the work tasks or budget.

FY2016 Unified Planning Work Program

North Front Range Metropolitan Planning Organization





FY 2016

UNIFIED PLANNING WORK PROGRAM

Prepared by:

NFRMPO

419 Canyon Ave, Suite 300

Fort Collins, CO 80521

with assistance from

Colorado Department of Transportation

Preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, the Colorado Department of Transportation and the local member communities of the North Front Range MPO.

June 2015

NORTH FRONT RANGE METROPOLITAN PLANNING COUNCIL

Sean Conway, Chair	Commissioner, Weld County
Joan Shaffer, Vice-Chair,	Councilwoman, City of Loveland
Jan Dowker, Immediate Past Chair	Mayor Pro Tem, City of Berthoud
Kevin Ross,	Trustee, Town of Eaton
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PROSPECTUS

INTRODUCTION

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the Metropolitan Planning Organization (for transportation planning) on June 28, 1988, and as the Lead Planning Agency (for carbon monoxide air quality planning) on June 22, 1993.

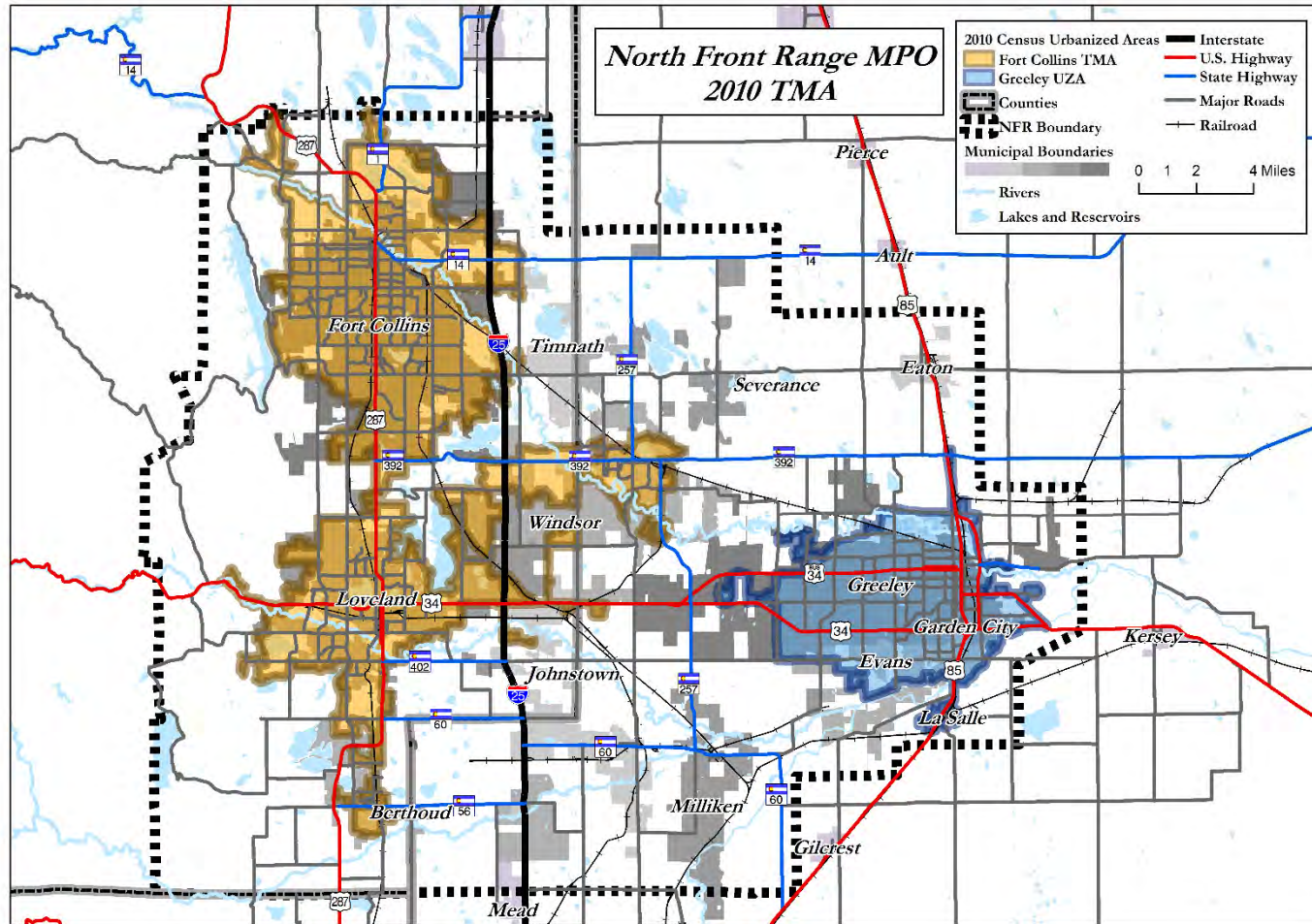
Voting members of the NFRT & AQPC are the municipalities of Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and the counties of Larimer and Weld. The Colorado Transportation Commission and the Colorado Air Quality Control Commission are also voting members.

The FHWA defines the NFRT & AQPC as a Transportation Management Agency (TMA) based on the 2000 Census data. In addition to the TMA, a second urbanized area including the Cities of Greeley, Garden City, Evans and LaSalle. The TMA includes Fort Collins and most of Loveland and portions of Berthoud and Windsor, was created, with a population of 206,000. The over-200,000 population threshold resulted in the designation of a Fort Collins Transportation Management Area and the North Front Range TMA. The agency's TMA designation requires completion of additional planning responsibilities, including development of a Congestion Management Process (CMP), and a Certification Review every four years by the Federal Highway Administration, Federal Transit Administration (FTA), and Colorado Department of Transportation (CDOT), and more transit planning responsibilities in cooperation with the urbanized areas. A Map of the MPO boundary and the urbanized areas is provided on the next page in Figure 1.

PURPOSE AND PROCESS

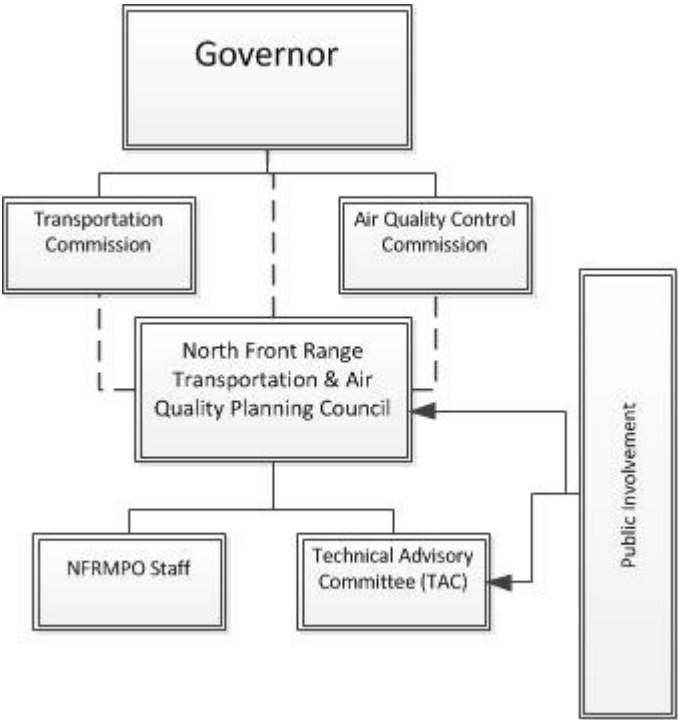
This Unified Planning Work Program (UPWP) provides a transportation planning work program for the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC, dba. NFR MPO) for Fiscal Year 2016 (October 1, 2015 – September 30, 2016) and Fiscal Year 2015 (October 1, 2014 – September 30, 2015). This document contains work tasks that assign responsibilities for tasks to the Metropolitan Planning Organization (MPO), its member governments, and to the CDOT. The document reflects the Planning Councils goals, Regional Transportation Plan, and the 2013 Memorandum of Agreement (MOA) with CDOT.

Figure 1: North Front Range MPO Area



Responsibility for carrying out the Continuing, Comprehensive, and Cooperative (3C) planning process rests jointly with the NFR MPO and CDOT, as described in the 2013 MOA between the two agencies. The “3C” process in the NFRT & AQPC study area is designed to provide for centralized administration combined with maximum participation and direction from local governments. The planning relationships are detailed in Figure 2 below.

Figure 2: NFRMPO Planning Relationships



Development of the UPWP is guided by Federal and State regulations.

PLANNING ISSUES

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration (FHWA). The FHWA will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

MAP-21 sets the course for the nation's transportation system through the following changes:

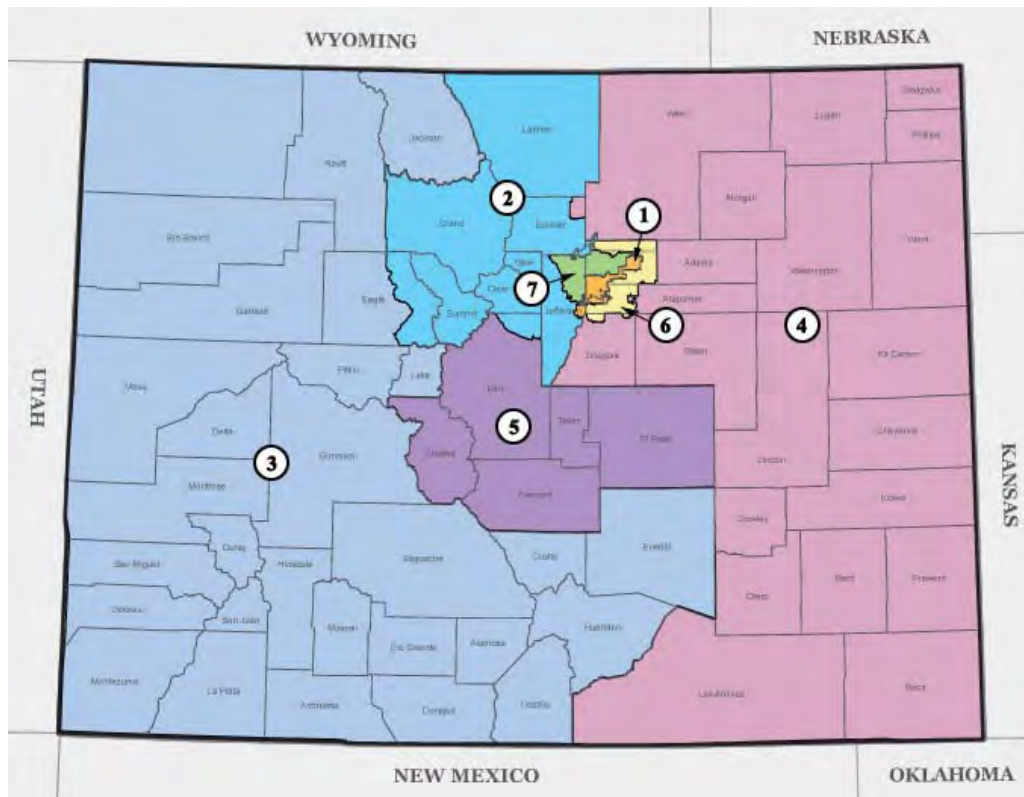
- Strengthens America's highways through inclusion of principal arterials in the National Highway System (NHS) providing more than half of highway funding to the expanded NHS
- Establishes a performance-based program focusing on national transportation goals increasing the accountability and transparency using performance-based planning and programming.
- Creates jobs and supports economic growth by authorizing \$82 billion in federal transportation funding
- Supports the Department of Transportation's (DOT) aggressive safety agenda by doubling funding for infrastructure safety
- Streamlines Federal highway transportation programs by consolidating funding programs into fewer core programs

- Accelerates project delivery and promotes innovation.

U.S. CONGRESSIONAL DISTRICT CHANGES

Effective January 1, 2013, the State of Colorado adopted new U.S. Congressional Districts. The new delineation split the NFRMPO region into two districts along the county-line between Larimer and Weld Counties. District 2 (Representative Jared Polis) encompasses Larimer County in addition to Boulder County and various mountain communities. District 4 (Representative Ken Buck) covers the entire eastern border of Colorado including Weld County. Figure 3 below depicts the new districts.

Figure 3: Colorado Congressional Districts



The districts provide the NFRMPO Region a second representative. The NRRMPO has engaged the Congressional offices and invited them to NFRMPO meetings, mailings, and legislative actions.

COLORADO DEPARTMENT OF TRANSPORTATION

STATEWIDE PLANS

The CDOT adopted the 2040 Statewide Transportation Plan in March 2015 along with an associated updated Statewide Transit Plan. The Statewide Transportation Plan incorporates their Strategic Highway Safety Plan completed in October 2014, the Risk Based Asset Management Plan approved in December 2013, the Statewide Bike and Pedestrian Plan completed in October 2012, and the Colorado Rail Plan adopted in March 2012. The CDOT Operations and Freight Plans are still under development.

TRANSIT AND RAIL PROGRAM

The Colorado Department of Transportation's Division of Transit and Rail (DTR) was created by state legislation in 2009. The DTR is responsible for the planning, development, operation, and integration of transit and passenger rail into the statewide transportation system. Since 2009, DTR has actively moving ahead with planning efforts. CDOT launched BUSTANG, an interregional bus service between Fort Collins and Denver on July 13, 2015.

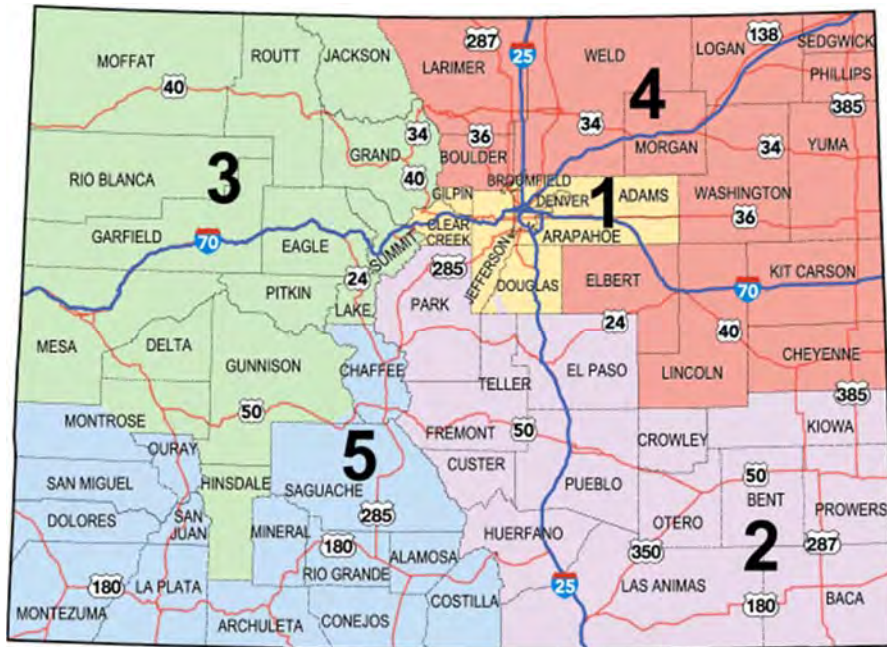
CDOT OPERATIONS DIVISION

In response to reduced funding levels at both the federal and state level, in January 2013, CDOT created the Division of Operations to better address operations and management of the existing transportation system. The Operations Division will focus on maximizing Colorado's state transportation system's efficiency and capacity.

CDOT REGIONS

The NFRMPO is entirely within CDOT Region 4 and holds monthly staff level coordination meetings. The CDOT Regions are shown on Figure 4.

Figure 4: CDOT 2013 Regions



IMPLEMENTATION OF THE NORTH I-25 EIS

The North I-25 Environmental Impact Statement (EIS) was completed in October 2008. The EIS extends from Fort Collins to Denver Union Station and from US 287 to US 85. The preferred alternative includes three phases with the first phase included in the fiscally constrained 2035 regional transportation plan updated in 2011. The main north/south transit improvements include regional express bus service on I-25 between Fort Collins and Denver, commuter bus on US 85 between Greeley and Denver, and passenger rail service on the US 287 corridor from Fort Collins to Denver. Transit improvements require some right of way acquisition in preparation for facility development as well as bus stations.

Phase 1, with implementation by 2035, calls for the construction of tolled express lanes on I-25 from Weld County Road 38 to SH 56 and SH 392 to Prospect interchange. It also includes three interchange upgrades at SH 56, SH 14, and US 34/Centerra Parkway.

In 2013, the Colorado Department of Transportation (CDOT) embarked on a one-time cash spend down program that fast tracked construction called Responsible Acceleration of Maintenance and Partnerships (RAMP). CDOT will invest RAMP dollars into two (2) projects on I-25: extending managed lanes from 120th Ave in Denver north, as well as replacing bridges at Crossroads Blvd in Loveland to meet future profile needs. A criteria for the RAMP program is that project must reach substantial completion by December, 2017. Both of these projects are currently on track to meet that deadline. In addition, CDOT continues to invest in pre-

construction activities (design, ROW, acquisition, utility relocations) for the entire I-25 corridor. CDOT hopes to attract a concessionaire to construct and operate the entire segment. If the funding is available a concessionaire may construct the three lane segments sooner than originally anticipated in the EIS.

The local communities and businesses in Northern Colorado have formed an I-25 Coalition and are working to determine funding to complete the widening identified in the EIS.

LEAD AIR QUALITY PLANNING AGENCY DESIGNATION

In 1993, the Governor designated the North Front Range MPO as the Lead Planning Agency (LPA) for Carbon Monoxide for the Fort Collins and Greeley nonattainment areas. Both areas are now in compliance and on the second ten-year limited maintenance plan.

The North Front Range MPO is also a part of a larger nonattainment area for ozone. The ozone area covers seven counties in the Denver Metro area and most of Weld and Larimer Counties in the North Front Range. In 2013, the Governor designated the Regional Air Quality Council (RAQC) as the Lead Planning Agency for the entire ozone nonattainment as nonattainment areas typically have a single LPA for each pollutant. As a result, representatives from the NFRMPO, Larimer County, and Weld County were appointed to serve on the RAQC Board to ensure North Front Range representation in the ozone planning process. In addition, a representative from the RAQC has been appointed to the Technical Advisory Committee (TAC) as a non-voting member.

ECONOMIC DEVELOPMENT

Northern Colorado has recovered faster than many other parts of the country. The rental and housing market in Fort Collins, Greeley and Loveland has vacancy rates under 2 percent with residents pay as much as 50% of their salary for housing.

The oil and gas industry has been a strong influence in the region, predominately in Weld County where most of the oil wells in the state exist. The increase in oil and gas truck traffic impacts the road operating and maintenance conditions. Additionally, the influx of oil field workers has reduced the vacancy rates propping up the property values in many Weld County communities. The reduction in gasoline prices has had limited impact on housing availability or affordability.

Development is again on the increase for both residential and commercial properties across the region.

VETERANS, SENIORS, AND PEOPLE WITH DISABILITIES

Transportation for Veterans across the region to Cheyenne, WY and Denver VA hospitals is constrained due to limited specialized service. However medical transportation isn't the only transportation issue facing veterans as they navigate health, employment and aging issues. Veterans reintegrating onto society after active duty also face transportation issues.

Seeking employment and securing jobs often hinges on transportation or lack thereof. In both Larimer and Weld, veterans have a higher unemployment rate than the general population. The availability of transportation within and between the communities is low. Solutions needed include additional funding for transportation as well as outreach and education specific to veterans and their families regarding available options.

The senior population will be the fastest growing age group in the state with the over 65 population projected to increase by 123% from 2010 to 2030 compared to the 16% increase for the 45-64 population. Beginning in 2030, 26% of the households in the North Front Range MPO area will be headed by someone over the age of 65. The MPO region's challenge is the large percentage of seniors' residing outside urban areas where few if any alternatives exist to a personal vehicle. Establishing a rural transit network which combines public, private and non-profit resources and connects to urban services is needed to fill the gap that currently exists.

The percentage of people with disabilities in the region as identified in the 2010 NFRMPO Travel Counts Survey ranges from just fewer than 5% in unincorporated Larimer County to almost 20% in the Greeley-Evans urban area. Transportation for individuals with disabilities particularly those that live in the rural portions of the region are extremely limited. People who use wheelchairs are especially constrained as Para-transit services or private taxi (Yellow Cab) are the only public options available. Para-transit is only available with limited service hours in the urban areas. Cab service covers a wider geographic area and expanded time-frame but is cost prohibitive for all but a few individuals.

Working to bridge the gap between urban services that fall within a certain area in the four primary regional communities and the large rural area which in general, appears to offer more affordable housing is key to increasing service levels for veterans, seniors and people with disabilities. The other option is to realistically consider the cost of housing and transportation together when selecting an affordable living situation.

CHANGING DEMOGRAPHICS

AGE DISTRIBUTION – WELD, LARIMER

The demographics of Weld and Larimer Counties are projected to diverge based on the age and family makeup of the population. Weld has available land for development and is more oriented to young families. This may actually push the median age in Weld County lower into the future.

Larimer County, by contrast, is expected to grow most significantly in the over 60 age bracket despite the presence of CSU. This is consistent with most of the rest of the State. Larimer County has less available land for development due to the high proportion of State and Federal land in the County. However, the North Front Range as a whole is still expected to have a strong growth-rate that almost doubles the population by 2040.

A NEW DIRECTION

A study released in spring of 2013 (*A New Direction, Our Changing Relationship with Driving and the Implications for America's Future*), provides data on the shift in driving demand. In fact, the report clearly states that Baby Boom generation driving demand is not the same for future generation particularly the Millennials (people born between 1983 and 2000) that is now the largest generation in the United States.

“Americans drive fewer total miles today than we did eight years ago, and fewer per person than we did at the end of Bill Clinton’s first term. The unique combination of conditions that fueled the Driving Boom—from cheap gas prices to the rapid expansion of the workforce during the Baby Boom generation—no longer exists. Meanwhile, a new generation—the Millennials—is demanding a new American Dream less dependent on driving.”

There is no way to know for certain what will happen into the future. This change in driving demand could have a significant impact on transportation demand and transportation funding as it is currently structured.

TRANSPORTATION FUNDING

Funding for transportation has been declining for decades. Congress has not increased transportation user fees since the 1993 and with the increased fuel efficiency, alternative fuels and people driving less, funds have not kept pace with the transportation needs. Colorado last raised the state gas tax in 1991. Instead of an increase in formula funds, the federal government has issued calls for projects through grant applications like TIGER or provided one-time stimulus funding like ARRA. Neither of these funding sources is ideal for comprehensive implementation of the regional needs. The transportation issues are being pushed down to the local level as Federal and State funding is less available.

MAP21 legislation expired on September 30, 2014 and it is unclear if Congress will draft a new multi-year transportation bill that provides security of funding from the Highway Users Trust

Fund for future projects. MAP21 has been extended through July 2015, however, beyond that the Highway Trust Fund is projected to be out of funding which is expected to delay construction projects.

Congress has deferred passing long term transportation legislation, at the federal level consistently relying instead on continuing resolutions. The most recent federal legislation was reduced from a typical six year bill to two years. The most recently discussed federal funding source is a repatriation of funds but that is a short term source. Some of the newer sources of funding for transportation come from State sources as described further below.

Organizations within Colorado are starting to look at a sales tax to raise funds for transportation needs. Although MPACT 64 chose not to float a ballot initiative in the fall of 2014, they are still exploring options for funding. The most recent effort floated in the 2015 legislative session, Trans II would have raised \$2.5 B for new construction if approved by a vote of the people.

RESPONSIBLE ACCELERATION OF MAINTENANCE AND PARTNERSHIPS (RAMP)

In 2013, CDOT crafted a one-time cash spend down program called RAMP. The concept accelerated some projects in the near term instead of accumulating funding for many projects over time until the projects are fully funded.

RAMP has three distinct components. First, is accelerating projects in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Second, CDOT allocated \$175 million for maintenance work and operational improvements. And third, \$125 million was identified for public/public partnerships or public/private partnerships (PPP). A successful call for projects was held. While RAMP projects were delayed somewhat by the September 2013 flooding all projects are expected to be completed by 2017.

FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER)

The Colorado Governor signed into law SB 09-108 on March 2, 2009. This law imposes an annual vehicle weight based fee at the time of vehicle registration. This law funds the following categories that are most relevant to the North Front Range.

FASTER Safety – These funds are the most flexible being used for safety projects. Projects must address a demonstrated safety problem. CDOT Region 4 receives approximately \$18 million annually, only a portion of which is used in the NFRMPO region.

FASTER Transit Regional Pool – There is \$15 million statewide for transit projects administered by CDOT DTR. The Colorado Transportation Commission assigned all transit grant authority to DTR.

Just recently the Transportation Commission has allowed the DTR to use FASTER funds for transit operation. A total of \$3 million was targeted annually to launch and operate Bustang, regional transit service between Fort Collins and Denver, Colorado Springs and Denver, and Glenwood Springs and Denver. The launch was very successful, with patrons already providing feedback on expanding the service to nights and weekends.

FASTER Bridge – These funds are controlled by the Colorado Bridge Enterprise and are solely for the design and construction of Colorado’s poorly rated structures. There is approximately \$115 million annually statewide with projects selected based on structure ratings.

GREATER OUTDOOR COLORADO FUNDS (GOCO)

Great Outdoors Colorado (GOCO) awards money to build trails, help open recreation facilities, preserve rangelands and view corridors, improve and expand river quality and access, and conserve wildlife habitat. The Colorado Lottery is GOCO’s only funding source.

The Non-Profit GOCO Board administers the application process for GOCO funds and northern Colorado has received funds for the Cache la Poudre River Trail. It is one of the primary funding sources identified in the recently adopted Regional Bike Plan.

FY 2014-2015 ACTIVITIES

PLANNING ACTIVITIES

In addition to ongoing planning work tasks, special planning activities undertaken included:

SMALL COMMUNITY TRANSPORTATION PLANS (EATON AND SEVERANCE)

The NFRMPO Planning Council approved a project allocation to the Town of Severance to create a Transportation Plan. The Severance Transportation plan was initiated in early 2014. The Town worked with FHU with NFRMPO staff support and adopted the plan in March 2015.

REGIONAL TRANSIT ELEMENT PLAN

The NFRMPO initiated the 2040 RTE in 2013. For this RTE staff took steps to create a more robust public involvement process. This led to a more comprehensive look at the regional transit system. Staff also coordinated with the local transit agencies to incorporate their knowledge and expertise into the document. Through this process, the MPO created a plan which reflects the needs and values of the communities based on their input. The 2040 RTE is anticipated to be completed and adopted in late summer 2015.

ONLINE TRANSIT GUIDE

The NFRMPO Mobility Program has been working with the Denver region to develop an online transit guide for seniors and disabled riders. The NFRMPO Online Transit Guide is live at noco.findmyride.info. The online guide provides information with direct links for transit services and connections within the MPO region and destinations to the south including Longmont and Denver.

NFRMPO RIDERS GUIDE

The Riders Guide was updated in 2014 to represent schedule/fare changes, the addition of two new transportation providers, and discontinued county transit service in both Larimer and Weld counties. Staff distributed 15,000 copies of the Rider's Guide in the NFRMPO area throughout the year.

CONGESTION MANAGEMENT PROCESS

In late 2014, NFRMPO staff initiated an update of the Congestion Management Process (CMP). A decision was made to move from travel time runs on the Tier One Corridors to Blue tooth data capture using equipment that will be installed in 2015 and uses the FHWA HERE data. CDOT purchased INRIX data which will also be used for the annual reporting data. The 2015 CMP update will be completed and approved in the fall of 2015. The first annual CMP report will be issued in the winter/spring of 2016.

TRANSPORTATION IMPROVEMENT PLAN (TIP) DATA BASE

The NFRMPO worked with the consulting firm DTS to implement TIP database which was completed in 2014. The NFRMPO will continue to improve the TIP database's functionality over the next year as part of the DTS maintenance contract. During 2014, staff implemented the full conversion to the TIP database. There are still improvements to be implemented that will provide functionality to local communities and CDOT for access to the database.

FEDERAL AID PROGRAMS

The NFRMPO completed a call for projects during 2014 and allocated \$13.8 M in CMAQ funding, \$13.8 in STP Funding and \$1 M in TAP funding for FY 2016-2019. The NFRT&AQPC approved the Call for Projects on December 4, 2014. The Call for Projects funded signal timing, traffic optimization, CNG Bus Replacement, and transportation CNG vehicle replacement/expansion projects using CMAQ funding. The STP program partially funded an interchange replacement, a freeway passing lane, intersection improvements, a small community resurfacing project, widening projects and an access control project. The TAP program funded two regional bike trails that connect three communities each in Larimer and Weld counties.

PROMOTE TDM ACTIVITIES

Outreach activities in 2014 included:

- Pursued 158 leads
- Activated 568 carpool/rideshare "SmartTrips accounts"
- Contacted 180 "in-region" businesses
- Contacted 154 "out-region" businesses
- Meet with area TMA's 54 times
- Held 9 vanpool formation meetings
- Attended 28 events/transportation fairs

STATE OF COLORADO FASTER GRANT AWARDS

During 2014, the NFRMPO used the \$64,000 to match FTA 5307 funds for the purchase of 18 vans.

VANGO™ VEHICLE REPLACEMENTS

During 2014, VanGo™ issued two RFPs ordered and took delivery of 18 vans using the FHWA waiver and 18 vans using the FTA waiver. VanGo™ also issued a third RFP that ordered and took delivery of six additional vans.

VANGO™ FARE PRICING

An analysis of fare revenue, operating costs, funding sources, and program growth was completed in Oct 2013. VanGo™ fares increased 1% effective Jan 1, 2015. The direct costs (fuel, maintenance, fleet lease payments, and staff salaries) are anticipated to be recouped from rider fares.

FRONT RANGE VANPOOL RIDER SURVEY

In fall 2014, the NFRMPO conducted the 8th annual rider satisfaction survey in conjunction with DRCOG (RideArrangers), Colorado Springs (Metro Rides), and Boise, Idaho (Commute Ride). A total of 263 VanGo™ riders completed the survey (63% response rate). The results indicated overall positive customer satisfaction for all facets of the vanpool program. The same providers will repeat the survey in fall 2015.

ANNUAL VANPOOL SAFETY MEETINGS

The NFRMPO conducted three safety meetings (12th annual) during the month of September 2014. Meetings were held in Greeley and Fort Collins for vanpoolers to attend on their way home from work. About twenty percent of the ridership attended these popular meetings. The NFRMPO secured dates and locations for three VanGo™ Safety Meetings (14th annual) in September 2015. One meeting will be conducted in Greeley and two will be held in Fort Collins. During 2015 meeting, VanGo™ will simulate a crash to remind attendees what to do in the event of a crash while commuting.

MONITOR VANPOOL EMERGENCY CONTINGENT PLAN

NFRMPO staff continues to meet two to three times a year with Front Range Vanpool Services, which consists of VanGo™ (servicing Northern Colorado), Metro Rides™ (servicing Colorado Springs area) and V-Ride™ (servicing Metro Denver). NFRMPO staff provides an annual emergency preparedness drill for the VanGo™ program. NFRMPO staff updates and maintains the “System Security and Emergency Preparedness Plan” manual on an annual basis.

IMPLEMENTATION ACTIVITIES

The City of Fort Collins MAX Bus Rapid Transit in the Mason corridor started service May 2014. The project used over \$70 million of FTA and FHWA funding as well as local investment. The service carried 10,000 riders on opening day and averages 3,000 per day at the end of May.

The NFRMPO worked with CDOT to streamline the TIP development and amendment process. The NFRMPO will complete full amendments quarterly, administrative modifications monthly and CDOT will amend the STIP appropriately.

A Planning and Environmental Linkages study continued on U.S. 85 from the Town of Nunn to I-76 to develop a strategic vision for the corridor. The vision is nearly complete for the corridor is identifying safety and operational needs along US 85 determining short-term and long-term transportation priorities. An existing US85 Access Control Plan was re-affirmed as part of the study.

The Town of Severance adopted its Transportation Plan in March 2015.

CDOT has initiated design for the I-25/Crossroads interchange and the southbound I=25 Climbing lane south of Berthoud exit which will both begin construction in spring 2016. The Crossroads interchange will use RAMP funding. The Climbing lanes will use regional priority project funding as well as STP Metro dollars.

The City of Greeley adopted their bike plan in May 2015. The vision of the plan includes achieving gold status as a bike-friendly community and to provide safe, accessible bicycle transportation throughout the community and region.

The Northern Colorado Bicycle and Pedestrian Collaborative was instrumental in the NFRMPO Call for Projects by recommending two regional bicycle and pedestrian trails to receive Transportation Alternatives Program (TAP) funding. The collaborative is currently planning a conference for November 2015 with a focus on regional health and economic vitality, and is currently discussing developing a study on the economic impacts of bicycle and pedestrian infrastructure in the region.

CDOT installed a permanent bicycle and pedestrian counter along the Mason Trail in Fort Collins in April 2015. The counter location has seen an average of 1,225 bicyclists and pedestrians per day. Interest is growing in installing bicycle counters at key trail locations throughout the NFR MPO area.

The Mobility Councils have completed both an online and print version of a transit rider's guide.

UNIFIED PLANNING ACTIVITIES

SUMMARY

The Unified Planning Work Program (UPWP) has been prepared to provide details of the North Front Range Metropolitan Planning Organization (NFRMPO) planning process, work scheduled for the October 1 to September 30 fiscal year, and proposed expenditures by work element. The Program seeks to reflect NFRMPO Council and Technical Advisory Committee goals, roles, responsibilities, and available resources. The Program will undergo reevaluation at mid-year, and amendments made if necessary.

The NFRMPO Unified Work Program presents work tasks in six elements that group the types of activities needed to maintain, update, report, implement, administer, and operate the North Front Range transportation planning process. The six major elements and their general content are as follows:

1. Plan Monitoring: These activities are concerned with the regular collection, maintenance, and analysis of area wide planning related data. Using established data files and accepted data collection procedures, land use, transportation, employment, demographic and environmental indicators NFRMPO monitors their influence on the area wide transportation planning process. NFRMPO structures the monitoring work tasks to facilitate their use in the development and periodic reappraisal of comprehensive plan elements and plan implementation activities. NFRMPO coordinates the tasks to avoid duplication of the monitoring efforts of local agencies.

2. Plan Development and Detailing: Consistent with policy directives and monitoring activities, NFRMPO details and revises sub-elements of the North Front Range Regional Transportation Plan when deemed necessary by the federal requirements or Council. Updated activities may focus on a specific geographic area, such as a particular transportation corridor, or it may center on a specific aspect of the Plan such as public transit, non-motorized facilities or land use.

3. Special Planning Services: NFRMPO intends these work tasks to ensure the broad understanding and consistent use of the planning program's findings by those responsible for public and private plan implementation activities. This section includes such tasks as governmental and private liaison, the publication and distribution of transportation planning related materials, participation in special projects or studies, and representation on regional and local committees under Council direction.

4. Plan Implementation: Incorporating the NFRMPO's responsibilities into plan implementation activities is the principal focus of this element. Included are such tasks as: reviews and recommendations pertaining to short and long range implementation programs for the area's major transportation systems, development of a Transportation Improvements Program, and allocations and management of federal funds.

5. Program Administration: The purpose of this element is to develop and administer, within the requirements of the Unified Work Program, responsible program, and grants and contract management activities.

6. Operations: The VanGo™ Vanpool services are part of the NFRMPO programs that work to reduce congestion and emissions. This element includes all aspects of the VanGo™ program from vehicle acquisitions and maintenance to billing and reporting of trips taken. The VanGo™ budget is presented separately from the rest of the NFRMPO budget because it is an Enterprise fund within the MPO.

Following the Budget Summaries, NFRMPO describes the individual work tasks for FY 2016. The objectives of each task are included, with a description of the method used to conduct the task, the overall impact of the task, and the proposed products. In addition, work tasks provide the estimated person weeks needed for staff and the estimated budget and NFRMPO funding distribution.

Table 1: NFRMPO 2016 Budget

	FHWA STP Metro	Match STP Metro	FHWA/FTA CPG	Match CPG	FTA 5310	FTA 5310 Match	CDPHE	TOTAL
PLAN MONITORING								
1.1 Data Collection and Analysis	0	0	145,924	30,334	0	0	0	\$176,258
1.2 Safety and Security	0	0	2,608	542	0	0	0	\$3,150
1.3 Local Plan Reviews	0	0	10,432	2,169	0	0	0	\$12,601
1.4 Congestion Management Annual Report	0	0	33,738	7,013	0	0	0	\$40,751
PLANMONITORINGSUBTOTAL	\$0	\$0	\$192,702	\$40,058	\$0	\$0	\$0	\$232,760

PLAN DEVELOPMENT								
2.1 Regional Transportation Plan Management	0	0	65,200	13,554	0	0	0	\$78,754
2.2 Transportation and Land Use Model Management	0	0	54,686	11,368	0	0	15,000	\$81,054
2.3 Local Transportation Plan	0	0	13,909	2,891	0	0	0	\$16,800
2.4 Freight Plan	141,122	31,293	0	0	0	0	0	\$172,415
2.5 Planning Council and Technical Advisory Committee Support	0	0	74,845	15,558	0	0	0	\$90,403
2.6 UPWP Development and Amendments			26,080	5,421	0	0	0	\$31,501
PLANDEVELOPMENTSUBTOTAL	\$141,122	\$31,293	\$234,720	\$48,792	\$0	\$0	\$15,000	\$470,927

PLANNING SERVICES								
3.1 Special Participation	0	0	64,745	13,459	0	0	10,000	\$88,204
3.2 Electronic Communications	0	0	135,617	28,191	0	0	10,000	\$173,808
PLANNING SERVICES SUBTOTAL	\$0	\$0	\$200,362	\$41,650	\$0	\$0	\$20,000	\$262,012

Table 1: NFRMPO 2016 Budget– Continued

	FHWA STP Metro	Match STP	FHWA/FTA CPG	Match CPG	FTA 5310	FTA 5310 Match	CDPHE	TOTAL
PLAN IMPLEMENTATION								
4.1 Project Assistance	0	0	39,120	8,132	0	0	0	\$47,252
4.2 Transportation Improvement Program	164,326	34,159	0	0	0	0	0	\$198,485
4.3 Federal Funds Management	46,820	9,733	0	0	0	0	0	\$56,553
4.4 Mobility Management	0	0	0	0	49,600	12,400	0	\$62,000
PLAN IMPLEMENTATION SUBTOTAL	\$211,146	\$43,892	\$39,120	\$8,132	\$49,600	\$12,400	\$0	\$364,290

PROGRAM ADMINISTRATION								
5.0 TAC Support–Local only	0	0	0	600	0	0	0	\$ 600
5.1 Program Management	0	0	219,073	45,540	0	0	0	\$264,613
5.2 Grant Reporting and Management	0	0	13,392	2,784	0	0	0	\$16,176
5.3 Human Resources	0	0	59,032	12,271	0	0	0	\$71,303
PROGRAM ADMINISTRATION SUBTOTAL	\$0	\$0	\$291,497	\$61,195	\$0	\$0	\$0	\$352,692
NFRMPO TOTALS	\$352,267	\$75,185	\$958,400	\$199,828	\$49,600	\$12,400	\$35,000	\$1,682,680

Table 2: VANGO™ 2016 Budget

	FTA Van Sales	Local Van Sales	FC Sales Tax	Faster	VanGo™ Fares	VanGo™ Reserves	Total
OPERATIONS							
6.1 Vanpool Services	72,000	0	0	0	830,587	0	\$902,587
6.2 Vanpool Marketing	0	0	178,322	0	0	0	\$178,322
6.3 Vehicle Acquisition	0	95,830	206,556	240,000	10,391	53,820	\$606,597
6.4 Grant Management	0	0	6,597	0	0	0	\$6,597
6.5 Grant Reporting	0	0	26,387	0	0	0	\$26,387
PLAN MONITORING SUBTOTAL	\$64,170	\$95,830	\$417,862	\$240,000	\$840,978	\$53,820	\$1,720,490

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I. MONITORING

1.1 DATA COLLECTION AND ANALYSIS

OBJECTIVE

This task maintains and expands current data files on the NFRMPO transportation system and demographic characteristics. The NFRMPO analyzes short range planning efforts and evaluates the Long-Range Transportation Plan objectives, assumptions, and recommendations using these databases.

METHOD

In cooperation with local communities, transportation agencies and planning staffs, the NFRMPO regularly obtains updated information on demographics, land use and all aspects of the transportation system. Examples include population, dwelling units, employment, Master Plans and Zoning Plans. The highway data collected includes changes in road miles, road characteristics, as well as automobile, truck and bike traffic counts. The NFRMPO also collects transit data, such as, service hours, frequencies, routes, fixed route stop locations, ridership, vehicles, and expenditures from the appropriate public and private agencies.

The NFRMPO monitors and analyzes travel characteristics at established screen lines to determine trip volumes, modal splits, and vehicle occupancy. Wherever possible, NFRMPO will compare the data collected against information previously collected and the NFRMPO long-range plan projections. Using all of the data collected for this work task in the long-range plan, the non-motorized plans, transit plans and other project specific reports. These reports will provide a more focused perspective of transportation issues at the local level.

OVERAL IMPACT/INTENT

This task provides a historical basis for comparative analysis of the transportation system with past years, and identifies needed adjustments to the Long Range Transportation Plan projects and the selection of projects for federal funding. This task also provides some of the necessary inputs to the NFRMPO Travel Model.

2016 PRODUCTS

1. Expanded and updated data files
2. Summary of transportation data and analysis in the *Transportation Profile*
3. Summary of Articles in *On the Move* Quarterly Newsletter
4. US287 Corridor Summary
5. Staff memos and working papers
6. CDOT On-line Traffic Counts Listing

FY 2016

PERSON/WEEKS: 53

2016 BUDGET:

Personnel	\$143,100
Other Direct	9,300
Indirect	<u>23,858</u>
Total	\$176,258

DISTRIBUTION:

Federal	
CPG (82.79%)	\$145,924
CPG match (17.21%)	<u>30,334</u>
Total	\$176,258

1.2 SAFETY AND SECURITY

OBJECTIVES

This work task collaborates with CDOT in the development of the Colorado Integrated Safety Plan. The Plan is performance based and documents how well the State is doing in roadway traffic safety and safety education and enforcement.

METHOD

CDOT is the lead agency in the development, implementation, and monitoring of this plan. The NFRMPO collaborates in supplying data and analysis as needed.

OVERALL IMPACT AND /INTENT

The mission of the CDOT Safety and Traffic Engineering Branch and the Office of Transportation Safety is to reduce the incidence and severity of motor vehicle crashes and the human and economic losses that are associated with them.

2016 PRODUCTS

1. Meeting attendance/coordination
2. Data files
3. Construction Maps

FY 2016

PERSON/WEEKS:

1

2016 BUDGET:

Personnel	\$2,700
Other Direct	0
Indirect	<u>450</u>
Total	\$3,150

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$2,608
Local match (17.21%)	<u>542</u>
Total	\$3,150

1.3 LOCAL PLAN REVIEWS

OBJECTIVE

This work task provides MPO staff time to review local government development proposals against transportation and comprehensive/Master plans within the NFRMPO. The objective is to provide input from a regional perspective for local government consideration during the plan development process.

METHOD

The NFRMPO staff will work with the local governments during the review process and comment on transportation and comprehensive/Master plans particularly as it relates to the Regional Bike Plan implementation.

OVERALL IMPACT/INTENT

This work task improves the local planning coordination through early and comprehensive reviews by the transportation planning and implementing agencies. This task links land use development and the transportation impacts associated with the land use decisions.

2016 PRODUCTS

1. Copies of plans reviewed
2. List of Plans reviewed
3. Transportation and Land Use comments as requested

FY 2016

PERSON/WEEKS: 4

2016 BUDGET:

Personnel	\$10,800
Other Direct	0
Indirect	<u>1,801</u>
Total	\$12,601

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$10,432
Local match (17.21%)	<u>2,169</u>
Total	\$12,601

1.4 CONGESTION MANAGEMENT PROCESS (CMP) ANNUAL REPORT

OBJECTIVE

Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions. The Federal Highway Administration (FHWA) defines a CMP as a “systematic transparent process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility.” The CMP task defines congested corridors in the region, develops strategies to mitigate the congestion, and monitors the effectiveness of the strategies. In line with MAP-21, the Congestion Management assessment will use the performance measures identified as part of the CMP and RTP.

METHOD

The NFRMO collects data on congested corridors as defined in the 2015 Congestion Management Plan as well as region wide when necessary. The NFRMPO obtains data regularly from the Colorado Department of Transportation (CDOT), the North Front Range cities and counties, and transit providers in the region. NFRMPO will collect travel time information on the defined congested corridors. Automobile occupancy counts are recorded every four years along the corridors.

OVERALL IMPACT AND /INTENT

This report documents system-wide performance measures related to congestion. The NFRMPO Council will adopt the region’s updated Congestion Management Process in 2015. The CMP strongly emphasizes data collection to measure and monitor the transportation system’s performance and provide a mechanism to inform transportation investment decisions.

2016 PRODUCTS

1. An annual report presenting current and historical data
2. An 11x17 brochure summarizing the report findings for distribution to the public

FY 2016

PERSON/WEEKS: 5

2016 BUDGET:

Personnel	\$13,500
Other Direct	25,000
Indirect	<u>2,251</u>
Total	\$40,751

2016 DISTRIBUTION:

Federal	
CPG (82.79%)	\$33,738
CPG match (17.21%)	<u>7,013</u>
Total	\$40,751

II. PLAN DEVELOPMENT

2.1 RTP MANAGEMENT

OBJECTIVE

This Work Task allows for the monitoring and amendment of the NFRMPO 2040 Regional Transportation Plan (RTP) and aligning it with MAP-21. The RTP will incorporate performance measures as part of each component including RTE, CMP, Bicycle/Pedestrian Plan and project selection through the call for projects.

METHOD

The NFRMPO Council is scheduled to adopt the 2040 Regional Transportation Plan in September 2015. This work task includes the necessary public meetings and staff effort to complete the plan including policy directions, transportation system analysis, required fiscal constraint, public involvement, conformity determination, Regionally Significant Corridor, Project Prioritization Process, and the incorporation of the eight planning factors in federal regulation. As part of the development of the RTP and Air Quality Conformity, the NFRMPO cooperates with the Denver Regional Council of Governments (DRCOG) and the Colorado Department of Public Health and Environment Air Quality Control Division. The NFRMPO, DRCOG, and Pike Peak Area Council of Governments (PPACG) regularly share best practices for planning and public involvement for the development of the RTPs.

OVERALL IMPACT/INTENT

This Work Task monitors and amends the 2040 Regional Transportation Plan that meets all of the federal and state requirements as needed. A long range, financially constrained, transportation plan allows projects to move into the TIP and set the funding priorities for the region.

2016 PRODUCTS

1. 2040 Plan Documents on NFRMPO website
2. 2040 RTP Public Brochure
3. 2040 Plan Amendments as needed

FY 2016

PERSON/WEEKS: 25

2016 BUDGET:

Personnel	\$67,500
Other Direct	0
Indirect	<u>11,254</u>
Total	\$78,754

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$65,200
Local match (17.21%)	<u>13,554</u>
Total	\$78,754

2.2 LAND USE & TRANSPORTATION MODELS MANAGEMENT

OBJECTIVE

This Work Task manages the land use allocation and regional travel demand models for the MPO region and the adjacent air quality area and completes the required modeling for air quality conformity.

METHOD

This Work Task develops or updates the land use allocation and the travel demand models together for efficiency and coordination. The land use model uses the control totals for households, population, and employment developed in the Forecast work and distributes that information geographically by traffic analysis zone (TAZ) across the region.

The travel demand model uses the land use model output, network and operational data to assign traffic to the roadway network. There is also a transit network for assigning trips to the transit systems. The models provide information used for the development of the Regional Transportation Plan and conformity determinations on the Plan and TIP. The NFRMPO makes the travel model available to local governments for their own use.

MPO staffs provide data and analysis, such as network and traffic counts, and are competent to run applications after the model is completed.

OVERALL IMPACT/INTENT

Modeling capabilities are critical to the NFRMPO long range regional transportation planning efforts and transportation improvement implementation. These essential capabilities contribute to the success of the travel demand projections, future scenarios based on policy direction, conformity determinations, and support of local planning efforts both long range and immediate developments.

2016 PRODUCTS

1. Travel model runs for FY 2016-2019 TIP based on adopted 2040 RTP
2. Updates to 2040 land use allocation & 2040 Four Step Mode Choice models as necessary
3. Training of additional NFRMPO staff to run the models
4. Assistance to local communities with travel model runs.

FY 2016

PERSON/WEEKS: 25

2016 BUDGET:

Personnel	\$67,500
Other Direct	2,300
Indirect	<u>11,254</u>
Total	\$81,054

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$54,686
Local match (17.21%)	11,368
CDPHE	<u>15,000</u>
Total	\$81,054

2.3 LOCAL LAND USE/TRANSPORTATION PLAN

OBJECTIVE

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

2016 PRODUCTS

1. Completed small local government transportation/transit plan
2. Inventory of local transportation system
3. Identification of local issues
4. Implementation steps
5. Integration of local transportation plan in the 2040 Regional Transportation Plan

FY 2016

PERSON/WEEKS: 2

2016 BUDGET:

Personnel	\$5,400
Other Direct	10,500
Indirect	<u>900</u>
Total	\$16,800

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$13,909
Local match (17.21%)	<u>2,891</u>
Total	\$16,800

2.4 FREIGHT PLAN

OBJECTIVE

This Work Task allows for the development a NFRMPO regional freight plan aligning it with MAP-21. The freight plan will collect data on freight movements, freight modes, and freight commodities when possible. Future Regional Transportation Plans will incorporate freight performance measures.

METHOD

The NFRMPO Council is scheduled to adopt the 2040 Regional Transportation Plan in September 2015. This work task will initiate the freight plan in October 2015 after the 2040 RTP adoption, allowing staff to concentrate on this new effort including policy directions, freight system analysis, identifying freight stakeholders, public involvement, Regionally Significant Freight Corridors, Project Prioritization Process, and the identification of freight data sources. The NFRMPO will coordinate with the CDOT, Denver Regional Council of Governments (DRCOG), the Pike Peak Area Council of Governments and Pueblo Area Council of Governments on Freight movements along the I-25 corridor.

OVERALL IMPACT/INTENT

This Work Task develops the Regional Freight Plan. It will identify projects to move into implementation in the TIP and sets the freight funding priorities for the region.

2016 PRODUCTS:

1. Completed Regional Freight Plan
2. Transportation Freight system analysis
3. Freight Data
4. Freight Stakeholders Identification
5. Commodity Data
6. Freight Priorities

FY 2016

PERSON/WEEKS:

57

2016 BUDGET:

Personnel	\$153,900
Other Direct	0
Indirect	<u>25,659</u>
Total	\$179,559

2016 DISTRIBUTION

Federal	
STP Metro (82.79%)	\$146,969
Local match (17.21%)	32,590
Total	\$179,559

2.5 PLANNING COUNCIL AND TRANSPORTATION ADVISORY COMMITTEE SUPPORT

OBJECTIVE

This task manages the NFRMPO Council functions and meetings according to Council policies. This task also covers the development of the NFRMPO UPWP.

METHOD

The NFRMPO schedules and posts the required public notices for all Council business meetings. NFRMPO also oversees, supports, and documents the elected official transportation funding decision making using Council approved policies, Robert Rules of Order, and Colorado Statutes for local governments. The NFRMPO also schedules and posts the meetings for Planning Council Subcommittees and the Transportation Advisory Committee.

OVERALL IMPACT/INTENT

This work task ensures that the Council undertakes their activities according to Colorado law, the Articles of Association and council policies. This work task ensures an open and transparent transportation planning process for the North Front Range communities and residents.

2016 PRODUCTS

1. Council and TAC Packets and minutes
2. Council Resolutions
3. Council Calendar
4. Council and TAC Rosters
5. Meeting announcements
6. Website postings
7. Updated Articles of Association as needed
8. Miscellaneous NFRMPO correspondence

FY 2016

PERSON/WEEKS: 26

2016 BUDGET:

Personnel	\$70,200
Other Direct	8,500
Indirect	<u>11,704</u>
Total	\$90,404

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$74,846
Local match (17.21%)	15,558
Total	\$90,404

2.6 UNIFIED PLANNING WORK PROGRAM (UPWP)

OBJECTIVES

This task develops a North Front Range MPO Unified Work Program for FY 2017 and 2018, monitors and amends the implementation of the FY 2016 and FY 2017 Unified Planning Work Program as necessary.

METHOD

Meet with local, State, and Federal officials to review the status of the current and the development of the future Unified Planning Work Program. Include special interest topics as identified by CDOT, FTA, EPA, HUD, or FHWA staff. Meet with local technical staff and committee members for input into the work program development.

OVERALL IMPACT/INTENT

The Unified Planning Work Program is the document that guides the work of NFRMPO staff and any consultants. The work program will address the local, State, and federal priorities for transportation planning.

2016 PRODUCTS

1. FY 2016 UPWP amendments as necessary
2. FY 2017 Unified Planning Work Program
3. FY 2016 amendments as necessary
4. FY 2017 Administrative Budget

FY 2016

PERSON/WEEKS: 10

2016 BUDGET:

Personnel	\$27,000
Other Direct	0
Indirect	<u>4,501</u>
Total	\$31,501

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$26,080
Local match (17.21%)	<u>5,421</u>
Total	\$31,501

III. PLANNING SERVICES

3.1 PARTICIPATION

OBJECTIVES:

This task includes NFRMPO's participation in other federal, state, regional, or local transportation studies or activities not incorporated directly in the Unified Planning Work Program. This work task ensures that transportation and regional perspectives are considered as part of the local studies.

METHOD

Staff participates in committees, conferences, studies, and meetings that relate to transportation and land use or sustainable development. Examples include: Statewide MPO Committee, Statewide Transportation Advisory Committee, the Regional Air Quality Council, Air Quality Control Commission, I-25 Coalition, NATA, and others. Staff also informs member agencies of training available to their staff as well as the Committee Members.

NFRMPO staff also consults with member units of government and responds to information requests from interested organizations, agencies, and individuals regarding transportation data and program needs. NFRMPO publishes and distributes technical data, maps, and brochures to member units of government, non-profit agencies, and the public as required.

OVERALL IMPACT/INTENT

This task ensures that transportation planning in the North Front Range is regional and coordinated. In addition to providing technical planning assistance, NFRMPO staff gain insight through participation in special studies, committees, conferences, and board and commission meetings.

2016 PRODUCTS

1. Monthly reports to the Council and Technical Committees
2. Quarterly lists of training, important legislation and upcoming meetings for both Technical and Policy Committees included in *On the Move*
3. Written comments on other studies as appropriate
4. Preparation and distribution of educational brochures, maps, program guidelines transportation materials, etc.
5. Public presentations as requested

FY 2016

PERSON/WEEKS:

28

2016 BUDGET:

Personnel	\$75,600
Other Direct	0
Indirect	<u>12,604</u>
Total	\$88,204

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$64,745
CDPHE	10,000
Local match (17.21%)	<u>13,459</u>
Total	\$88,204

3.2 ELECTRONIC COMMUNICATIONS

OBJECTIVES

This work task provides information and public comment opportunities on NFRMPO transportation activities to interested citizens, elected officials, non-profits, other transportation planning agencies, and local agencies and communities.

METHOD

This task includes the publication of NFRMPO reports including the Transportation Profile (in off RTP development years), the quarterly newsletters, educational brochures and the development and update of the NFRMPO website. The quarterly newsletter contains current information on transportation projects, studies, and activities of NFRMPO, VanGo™ Mobility Activities, and member agencies. The website provides information about the NFRMPO, meetings information, transportation information as well as an information request function. The NFRMPO staff provides summaries on the blog and links to recently published articles. The SmartTrips and VanGo™ Facebook page provides information on vacant seats and posts notices on upcoming events. The NFRMPO and VanGo™ also tweet about upcoming meetings and events. The NFRMPO also initiated Community Remarks™ in 2015 to provide another tool for the public to comment on the transportation system and to comment on upcoming meetings and plans.

OVERALL IMPACT/INTENT

These publications, Blog, and website educate and improve the communication and cooperation between local citizens, elected officials, and local agencies relating to transportation issues.

2016 PRODUCTS

1. Updated NFRMPO Website
2. Four (4) newsletters
3. Long Range Plan and visionary plan brochures
4. Website, Blog, Twitter, and Facebook updates
5. Community Remarks™ pages
6. Adopted Public Involvement Plan

FY 2016

PERSON/WEEKS:

55

2016 BUDGET:

Personnel	\$148,500
Other Direct	550
Indirect	<u>24,758</u>
Total	\$173,808

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$135,617
Local match (17.21%)	28,191
CDPHE	<u>10,000</u>
Total	\$173,808

IV. PLAN IMPLEMENTATION

4.1 PROJECT ASSISTANCE

OBJECTIVES

This work task provides assistance to local agencies and units of government in completing planning studies and implementing transportation projects and programs in North Front Range or the State. This assistance includes providing supportive data and analysis, serving on planning and project advisory committees, or managing contracts.

METHOD

NFRMPO staff provides data and analysis and staff resources to various planning studies and projects that include local governments and State level work. This includes, but is not limited to, serving on committees for plan or project development. Staff will continue to support local planning efforts underway. Some of these studies include the North I-25 corridor Traffic Data Committee, statewide travel demand model, I-25 Incident Management Plan, Senior Transportation Coalition, State Coordinating Council, US 287 Coalition, Hwy 85 Coalition and Veterans Transportation Task Force.

OVERALL IMPACT/INTENT

Providing information and data allows for efficiencies in planning work across the North Front Range and State. Participation on committees provides direct input of data and information as well as representing the North Front Range.

2016 PRODUCTS

2. Final documents include input and data from the NFRMPO participation
3. Attendance at meetings
4. Memos and other communications
5. Data and analysis provided as requested

FY 2016

PERSON/WEEKS: 15

2016 BUDGET:

Personnel	\$40,500
Other Direct	0
Indirect	<u>6,752</u>
Total	\$47,252

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$39,120
Local match (17.21%)	<u>8,132</u>
Total	\$47,252

4.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVES

This task prepares, amends, and documents a four-year TIP that conforms to the MAP-21 and the Clean Air Act Amendments (CAAA). The TIP documentation ensures compliance with federal, state, and regional requirements regarding financial feasibility, the planning process, and Title VI compliance and Environmental Justice Analysis.

METHOD

In cooperation with CDOT and local implementing agencies, the NFRMPO develops a comprehensive TIP for North Front Range region that includes transportation projects for all modes. NFRMPO processes any needed amendments quarterly or monthly administrative changes to the adopted TIP throughout the fiscal year.

NFRMPO analyzes the TIP and any amendments for compliance with Title VI and Environmental Justice requirements using GIS and the public involvement process. The NFRMPO processes TIP amendments following the adopted policy procedures and posts them on the NFRMPO website and makes them available at the NFRMPO office during the 30 day review period. NFRMPO posts notices of the development of the TIP on the NFRMPO website for the 30-day public comment period. Each year, in compliance with MAP-21, NFRMPO produces and posts the annual list of obligated projects by December 31.

The NFRMPO is continuing development of an online TIP tool. There are still some options that the MPO would like to implement to provide the local communities with the flexibility of entering their own projects and improving the search functions of the database.

OVERALL IMPACT/INTENT

This task provides for implementation and the use of federal and state funding in compliance with federal and state requirements. This task also fulfills federal requirements for urbanized areas and Transportation Management Areas (TMA).

FY 2016 PRODUCTS

1. FY 2016 – 2019 TIP amendments as necessary
2. Public Involvement Documentation
3. Environmental Justice Analysis and documentation as necessary
4. Annual Listing of Obligated Funds

FY 2016

PERSON/WEEKS: 57

2016 BUDGET:

Personnel	\$153,900
Other Direct	18,927
Indirect	<u>25,658</u>
Total	\$198,485

2016 DISTRIBUTION

Federal	
STP Metro (82.79%)	164,326
Local match (17.21%)	<u>34,159</u>
Total	\$198,485

4.3 FEDERAL FUNDS MANAGEMENT

OBJECTIVE

This task develops and manages federal funds including the Surface Transportation Program (STP Metro), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

METHOD

The NFRMPO issues a Call for Projects under this task. The Call for Projects process is developed with full input from the NFRMPO Council and TAC and meets all of the federal requirements for use of the funds.

Once the process is developed and deployed the NFRMPO Council selects projects entered in the TIP for programming. The NFRMPO maintains the federal list of projects and adjusted as funding becomes available after the initial assignment of funds.

OVERALL IMPACT/INTENT

The intent of the Federal Funds Management task is to facilitate a cooperative, coordinated, efficient and timely use of federal transportation resources.

2016 PRODUCTS

1. Annual review of projects
2. Amendments to list of projects as needed

FY 2016

PERSON/WEEKS: 17

2016 BUDGET:

Personnel	\$45,900
Other Direct	3,000
Indirect	<u>7,653</u>
Total	\$56,553

2016 DISTRIBUTION

Federal	
STP Metro (82.79%)	46,820
Local match (17.21%)	<u>9,733</u>
Total	\$56,553

4.4 MOBILITY MANAGEMENT

OBJECTIVE

This task ensures a consistent and integrated approach to regional mobility management programs, projects, and strategies outlined in the federally mandated MPO Coordinated Public Transit/Human Services Transportation Plan.

METHOD

Staff implements the approved Coordinated Plan (C Plan) projects and programs on behalf of the Larimer and Weld Mobility Councils established in each county as part of the C Plan goals and strategies. The NFRMPO plans to seek opportunities for additional collaboration between the two councils to improve regional mobility.

Staff conducts outreach in each county through presentations and individual meetings with the goal of providing information regarding C Plan programs and transit services in the North Front Range area.

Staff participates in committees, conferences, studies, and meetings that relate to mobility management or regional and/or state transit issues. Examples include: State Coordinating Council, CASTA conferences, Larimer County Senior Transportation Coalition, State Veterans Transportation Task Force and others.

Staff also supports mobility council member agencies through production and distribution of outreach materials and responds to information requests from member governments, other agencies and individuals regarding transit information.

OVERALL IMPACT/INTENT

Improvement of transportation services in the North Front Range area for medical, employment and other destinations particularly for seniors, people with disabilities including veterans and low income individuals. This task also helps to coordinate human service related transportation programs and services between agencies in order to enhance service and maximize available resources.

2016 PRODUCTS

1. Online Resource Guide Maintenance & promotional materials
2. Travel Training Program w/ local agency partnership in Larimer County (Phase 3)
3. Larimer and Weld Mobility Council 2016 Work Plans & Bi-Monthly Plan Reports
4. Public Outreach Events in each county
5. Outreach materials including updated Riders Guide, MM program brochure, special event reports and non-profit agency materials (as needed)
6. Mobility Management E-Newsletter (Quarterly)
7. Statewide Mobility Manager Group (CMAC) Participation and quarterly newsletter

FY 2016

PERSON/WEEKS: 18.5

2016 BUDGET:

Personnel	\$49,950
Other Direct	4,006
Indirect	<u>8,044</u>
Total	\$62,000

2016 DISTRIBUTION

Federal	
5310 (80%)	\$49,600
Local match (20%)	<u>12,400</u>
Total	\$62,000

V. ADMINISTRATION

5.1 PROGRAM MANAGEMENT

OBJECTIVE

This work task conducts those activities necessary for the efficient operation of NFRMPO and its Committees. This task provides the financial management and oversight of the NFRMPO expenditures and revenues as required by the Council and federal and state regulations. This task also documents work accomplished and funds expended to ensure that such expenditures conform to the appropriate regulations.

METHOD

The NFRMPO conducts this work task in accordance with the adopted Articles of Association, its Project Agreements with CDOT and with the Memorandum of Understanding Responsibilities between NFRMPO and CDOT; a Letter of Agreement between NFRMPO and CITY OF FORT COLLINS; grant agreement awards between NFRMPO and CDOT and FTA; and a Funding Agreement between NFRMPO and RTD Funding of Local Transportation Services.

NFRMPO carries out financial transactions in accordance with Council adopted procedures and approved accounting standards. NFRMPO prepares quarterly financial statements for Finance Committee recommendation for Council approval. NFRMPO prepares and files quarterly and annual tax filings and reviews unemployment reports as required.

NFRMPO carries out grant and contracts management including policies, procedures, compliance and data and records management through the grant close-out process. NFRMPO ensures compliance with the general and special grant provisions and all applicable federal statutes, regulations and guidelines. NFRMPO develops and maintains proposals, invoices, expenditure approvals, and other documents related to grant and contract expenditures. NFRMPO prepares reimbursement requests and progress reports for appropriate agencies. Federal and state requirements followed include grant specific requirements, relevant federal regulations and applicable OMB circulars (A-87 State and Local Governments, A-133 Single Audit Act for State and Local Governments and Non-Profit Organizations); applicable statutory and administrative provisions.

NFRMPO prepares and submits billings to CDOT, and Local Agencies. NFRMPO contracts with auditors to conduct annual audits to determine the fiscal integrity of financial transactions and compliance with laws, regulations, and administrative requirements. Staff provides copies of the audits to the Colorado State Auditor's Office, CDOT, Colorado Department of Local Affairs - Division of Local Governments, and Federal Agency Data Collection.

OVERALL IMPACT/INTENT

This work task ensures that the transportation planning process for the NFRMPO is comprehensive, coordinated, and continuing meeting all state and federal requirements. It also accounts for all activities and expenditures under the Unified Work Program.

2016 PRODUCTS

1. Monthly financial records and quarterly and year-end financial statements
2. Annual audit and quarterly and annual tax filings
3. Comprehensive Annual Financial Report (CAFR)
4. Quarterly and annual petty cash oversight
5. CIRSA annual application, CIRSA insurance reporting
6. Required oversight of employee payroll and pension benefits
7. Required oversight and review of accounts payable and expenses
8. Quarterly investment and cash management reports
9. Contracts, vouchers, and procurement agreements, and requests for proposals
10. Annual indirect cost allocation plan

FY 2016

PERSON/WEEKS: 84

2016 BUDGET:

Personnel	\$226,800
Other Direct	0
Indirect	<u>37,813</u>
Total	\$264,613

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$219,073
Local match (17.21%)	<u>45,540</u>
Total	\$264,613

Table 3: FY 2016 NFRMPO Cost Allocation Plan

October 1, 2015 – September 30, 2017

<u>Salaries</u>	<u>Total</u>	<u>Direct</u>	<u>Indirect</u>
Monitoring	\$ 209,800	\$ 209,800	\$ 0
Development	402,300	402,300	0
Services	224,650	224,650	0
Implementation	310,783	310,783	0
Administration	302,350	4,000	302,350
Operations	<u>1,661,600</u>	<u>1,661,600</u>	<u>0</u>
Subtotal	\$3,111,483	\$2,813,133	\$302,350
<u>Other Expenses*</u>	<u>Total</u>	<u>Direct</u>	<u>Indirect</u>
Printing	\$ 1,000	\$0	\$1,000
Rent/repairs/maint.	110,500	0	\$110,500
Supplies	5,500	0	\$5,500
Equipment/Equip Lease	26,700	0	\$26,700
Telephone	11,000	0	\$11,000
Travel	500	0	\$500
Postage	2,100	0	\$2,100
Insurance	9,000	0	\$9,000
Training	2,500	0	\$2,500
Dues and subscriptions	750	0	\$ 750
Contracts/Licenses	7,200	0	\$7,200
Web hosting	2,500	0	\$2,500
Software Expense	34,000	0	\$34,000
Fleet NFR	4,500	0	\$4,500
Legal Fees	12,000	0	\$12,000
Payroll Fees	5,000	0	\$5,000
Other Office Operating	5,500	0	\$5,500
Event/Meetings	500	0	\$ 500
IT Support	30,000	0	\$30,000
Audit	13,000	0	\$13,000
Subtotal	\$283,750	\$0	\$283,750
Total	\$3,395,233	\$2,813,133	\$586,100
Indirect percentage			17.3

5.2 GRANT REPORTING AND MANAGEMENT

OBJECTIVE

This task completes the mid-year review financial and budget report. It also completes all of the necessary scope updates and final submissions of grants prior to receiving funding for FASTER grants as well as the follow up paperwork necessary prior to receiving the payment once a vehicle is received.

METHOD

NFRMPO carries out grant and contracts management including policies, procedures, compliance and data and records management through the grant close-out process. NFRMPO ensures compliance with the general and special grant provisions and all applicable federal statutes, regulations and guidelines. NFRMPO develops and maintains proposals, invoices, expenditure approvals, and other documents related to grant and contract expenditures. NFRMPO prepares and progress reports for appropriate agencies. Federal and state requirements followed include grant specific requirements, relevant federal regulations and applicable OMB circulars (A-87 State and Local Governments, A-133 Single Audit Act for State and Local Governments and Non-Profit Organizations); applicable statutory and administrative provisions.

Following CDOT, FTA and FHWA policies, the NFRMPO will submit

OVERALL IMPACT/INTENT

This work task completes all of the grant reporting and grant management tasks required to remain compliant for CDOT, FTA, and FHWA.

2016 PRODUCTS

1. Mid-year Review report and Budget update
2. Year-End Budget Report
3. Grant Review including monthly billing
4. Federal Transit Administration (FTA) sub-recipient oversight/site visits and database reporting

FY 2016

PERSON/WEEKS: 4.5

2016 BUDGET:

Personnel	\$12,150
Other Direct	2,000
Indirect	<u>2,026</u>
Total	\$16,176

2016 DISTRIBUTION:

Federal	
CPG (82.79%)	\$13,392
Local match (17.21%)	2,784
Total	\$16,176

5.3 HUMAN RESOURCES/IT

OBJECTIVE

This task manages the NFRMPO human resources functions and implements employment policies for the NFRMPO staff. This task also provides for the creation, management, and confidentiality of the NFRMPO human resource records. This work task also oversees the IT consultant and completes some limited IT set up and maintenance.

METHOD

Using established and newly created policies and forms, the NFRMPO completes all federal, state, local and insurance forms required to hire, process, provide benefits including unemployment, or terminate an employee. The NFRMPO also completes the annual CIRSA audit to maintain the agency's eligibility for insurance coverage for all activities of the NFRMPO.

Research and orders equipment not covered by consultant and manages minor IT issues. Provides one source contact with IT consultant to minimize the number of billable hours and issues that must be resolved by the consultant.

OVERALL IMPACT/INTENT

This work task provides for the essential human resources functions for the NFRMPO staff according to federal and Colorado state laws.

Maintained IT equipment that is readily available and in good working order for staff use.

2016 PRODUCTS

1. New hire paperwork as needed
2. Separation paperwork as needed
3. Benefits education and management
4. CIRSA Audit paperwork
5. Miscellaneous NFRMPO correspondence
6. IT inventory and equipment

FY 2016

PERSON/WEEKS: 22

2016 BUDGET:

Personnel	\$59,400
Other Direct	2,000
Indirect	<u>9,903</u>
Total	\$71,303

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$59,032
Local match (17.21%)	<u>12,271</u>
Total	\$71,303

VI. OPERATIONS

6.1 VANPOOL SERVICES

OBJECTIVES

This Work Task provides the operation the VanGo™ Vanpool Services program to regional commuters, a fare-based, rideshare option for groups of 5-8 passengers.

METHOD

The VanGo™ program operates a fleet of 7-8 passenger mini-vans that connect Northern Colorado residents to jobs throughout the region and the Denver Metropolitan area. The NFRMPO maintains contractual relationships with the City of Fort Collins, the City of Greeley, and various fleet-related businesses (auto dealers, car washes, gas stations, auto-body shops) to provide a safe-driven, cost-effective ridesharing option.

The passengers of the program pay a monthly fare based on their pickup and drop-off locations. The fare is derived based on zones to cover the operating expenses of the program (fuel, insurance, maintenance). All volunteer drivers in the program are required to pass an online driver safety test and maintain a clean driving record; staff monitors records through periodic motor vehicle background checks. Each van has a coordinator that records the mileage and passengers and reports back to the NFRMPO monthly for reporting to FTA to provide for funding of the purchase of future vehicles.

OVERALL IMPACT/INTENT

The program currently serves employers between the Denver-metropolitan area and will be exploring expanding into Cheyenne, Wyoming and Estes Park. Bustang began July 2015, however, VanGo™ will provide a flexible alternative ridesharing option for commuters to reach employers in the Denver-metropolitan area. This user-supported program is funded through monthly fares and federal-funding directly related to the number of miles saved (passenger miles) through this ridesharing program.

2016 PRODUCTS

1. 75 daily vanpools at 90 percent occupancy
2. Business-related accounting support: A/R, A/P, Collections
3. Contractual agreements
4. Emergency response test
5. Annual safety meetings with vanpool passengers
6. Annual survey of passengers

FY 2016

PERSON/WEEKS: 48

2016 BUDGET:

Personnel	\$129,600
Other Direct	744,265
Indirect	<u>28,722</u>
Total	\$902,587

2016 DISTRIBUTION

FTA Van Sales	72,000
VanGo™ Fares	<u>830,587</u>
Total	\$902,587

6.2 VANGO™ MARKETING

OBJECTIVE

This Work Task allows for the marketing of ridesharing (carpooling, vanpooling, transit and bike) and commuter trip reduction (telecommuting) programs to commuters and employers in an effort to reduce congestion and improve air quality in the region. This objective is guided by the NFRMPO Long Range Transportation Demand Management Plan.

METHOD

Transportation demand management (TDM) describes the wide range of strategies that make the most efficient use of the transportation system by increasing person-carrying capacity on existing transportation infrastructure. TDM strategies can include promoting alternative modes like transit and increasing vehicle occupancy through ridesharing programs like VanGo™. TDM strategies can facilitate shifting trips from peak-hour congested corridors to off-peak periods or eliminating vehicle trips altogether through a strategy like teleworking.

The SmartTrips™ program targets employers through delineated business outreach tactics that include educational collateral, direct sales, online trip-matching services, employee participation tracking and collaborative relationships with other ridesharing agencies. The employer has the ability to quickly introduce our services to the employee as a “benefit” of working there. Employers also have the ability to parse their database of employees for the purpose of individualizing ridesharing services based on the residence and work hours of the employee.

OVERALL IMPACT/INTENT

This work task recognizes that in the absence of increased transportation infrastructure funding sources, metropolitan regions across the country are shifting resources to improve the efficiency and people-carrying capacity on our existing/available roadway infrastructure. VanGo™ and SmartTrips™ programs are federally-required programs for the NFRMPO region dedicated to improving transportation system efficiency while minimizing transportation-related fuel consumption and air pollution. For workers who are unable to drive, VanGo™ provides the essential commute trip in a safe, reliable, and economical manner.

2016 PRODUCTS

1. Annual TDM Employer Workshop - 2016
2. Employer Transportation Assessments
3. Trip-matching
4. Direct education and sales
5. Updates to Facebook, and Tweets
6. Coordination with Transportation Management Associations outside of the NFRMPO area including Boulder, Estes Park, and Cheyenne, WY
7. Coordination with transit providers for marketing
8. Marketing materials for business outreach
9. Customer recruitment and retention tools
10. Increased VanGo™ vanpools
11. Document VanGo™ metrics

FY 2016

PERSON/WEEKS: 48

2016 BUDGET:

Personnel	\$129,600
Other Direct	20,000
Indirect	<u>28,722</u>
Total	\$178,322

2016 DISTRIBUTION

VanGo™ Fares	0
FC Sales Tax	<u>178,322</u>
Total	\$178,322

6.3 VEHICLE ACQUISITION AND MANAGEMENT

OBJECTIVE

This task procures vehicles for ongoing operations and expansion of the VanGo™ Vanpool Program providing work travel between the North Front Range and the surrounding urban areas. This work task also inventories and tracks the capital assets of the VanGo™ program according to FTA guidelines.

METHOD

The NFRMPO develops a procurement spreadsheet that details the specifications for the vanpool vehicles and distributes it to eligible bidders as part of the request for bids. The NFRMPO receives the bids and then analyzes the safety ratings, fuel efficiency and lifetime operating costs to select the most cost efficient passenger vehicle that can carry a minimum of seven passengers.

OVERALL IMPACT/INTENT

The VanGo™ vanpool program removes single occupant vehicles from congested facilities reducing air quality emissions. The program also provides North Front Range residents and employees with reliable, safe, and cost effective transportation to work.

2016 PRODUCTS

1. Purchased replacement vehicles
2. Purchased expansion vehicles

FY 2016

PERSON/WEEKS: 2

2016 BUDGET:

Personnel	\$5,400
Other Direct	600,000
Indirect	<u>1,197</u>
Total	\$606,597

2016 DISTRIBUTION

Local van sales	95,830
CO Faster	240,000
VanGo™ Fares	10,391
VanGo™ Reserves	53,820
FC Sales Tax	<u>206,556</u>
Total	\$606,597

6.4 VANGO™ GRANT MANAGEMENT

OBJECTIVE

This work task ensures the requisite FTA grant management. This task ensures the proper sales and tracking of the funds from the FTA vans.

METHOD

FTA Grant Management

NFRMPO staff will submit quarterly reports on all open and active FTA grants via the secure TEAM (Transportation Electronic Award Management) website. The quarterly reports consist of Milestone Status Reports (MSRs) and Federal Financial Reports (FFRs). Quarterly reports are due January 30, April30, July30, and October30.

NFRMPO staff also manages the grants via the TEAM website. Grant management includes budget revisions, submittal of new grants, required plans and documents, and vehicle inventory, and close-out procedures for completed grants.

When FTA vans are sold for more than \$5,000 the value must be returned to a FTA grant after proper accounting and used for the benefit of the VanGo™ program.

OVER ALL IMPACT/INTENT

FTA grant reporting ensures that the NFRMPO is in compliance with receiving FTA financial assistance, and that FTA funds are used in accordance with specific rules and regulations

2016 PRODUCTS

1. Electronic quarterly MSR and FFR reports
2. Rolling Stock inventory with proper accounting for sales of FTA Vehicles

FY2016

PERSON/WEEKS: 2

2016 BUDGET:

Personnel	\$5,400
Other Direct	0
Indirect	<u>1,197</u>
Total	\$6,597

2016 DISTRIBUTION

VanGo™ Fares	0
FC Sales Tax	<u>6,597</u>
Total	\$6,597

6.5 VANGO™ GRANT REPORTING

OBJECTIVE

This work task ensures the requisite FTA grant reporting and National Transit Database (NTD) monthly and annual reporting.

METHOD

FTA Grant Reporting

NFRMPO staff will submit quarterly reports on all open and active FTA grants via the secure TEAM (Transportation Electronic Award Management) website. The quarterly reports consist of Milestone Status Reports (MSRs) and Federal Financial Reports (FFRs). Quarterly reports are due January 30, April 30, July 30, and October 30.

NFRMPO staff also manages the grants via the TEAM website. Grant management includes budget revisions, submittal of new grants, required plans and documents, and vehicle inventory, and close-out procedures for completed grants.

NTD Monthly and Annual Reporting

VanGo™ mileage log and ridership activity data is collected and analyzed to provide monthly reports to NTD. Each report consists of Vehicle Miles Traveled (VMT), Passenger Miles Traveled (PMT), Unlinked Passenger Trips (UPT) and Revenue Vehicle Hours (RVH). A separate monthly safety report is also submitted.

The annual NTD report consists of the same data as noted above, and includes vehicle inventory, financial data, and energy (fuel) consumption, number of employees, maintenance performance, and Federal Funding Allocation demographic data.

OVER ALL IMPACT/INTENT

FTA grant reporting ensures that the NFRMPO is in compliance with receiving FTA financial assistance, and that FTA funds are used in accordance with specific rules and regulations; and the NTD reporting provides the necessary federal capital funds to acquire vehicles to continue and expand the VanGo™ Program.

2016 PRODUCTS

3. Electronic quarterly MSR and FFR reports
4. Monthly NTD ridership, vehicular, and safety reports
5. The Annual NTD report

FY2016

PERSON/WEEKS: 8

2016 BUDGET:

Personnel	\$21,600
Other Direct	0
Indirect	<u>4,787</u>
Total	\$26,387

2016 DISTRIBUTION

VanGo™ Fares	0
FC Sales Tax	<u>26,387</u>
Total	\$26,387

Appendix A – CDOT Work Tasks

US85 PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY (CDOT)

OBJECTIVE

To develop a long and short-range plan for the US 85 Corridor to improve and sustain corridor safety and operational performance between Denver and Northern Colorado, and to enhance the stakeholder cooperation and coordination necessary for the long-term viability of the corridor.

METHOD

The PEL study will incorporate the US 85 Access Control (ACP) plan conducted in December 1999 and couple it with updated traffic modeling, safety and geometric improvement recommendations, and NEPA compliant public outreach and environmental review.

The purpose of the PEL study is to work with the numerous stakeholders to analyze and develop a plan for US 85's future by providing a range of prioritized treatments to improve US 85's safety and operational performance from I-76 in DRCOG to the Town of Nunn in the Upper Front Range.

OVERALL IMPACT AND /INTENT

The US85 PEL will guide future safety, mobility and system quality investments along the corridor. As an active commuter, energy and agricultural corridor, guidance is needed to direct limited transportation dollars to the most useful improvements.

PRODUCTS

1. US85 PEL Outcomes

DTD WORK PROGRAM HIGHLIGHTS

- 2040 Statewide Transportation Plan (SWP) – Plan Implementation and Reporting – Studies, programs, and projects related to implementation of SWP Strategic Action items and annual reporting on progress and performance in achieving SWP goals and objectives.
- Integrated Freight Plan- Development of Integrated Freight Plan, including the development of the State Rail Plan, and the integration of state highways, rail, aviation, and other roadways and facilities into the Integrated Freight Plan.
- 10 Year Development Program- Establishment of 10 Year Development Program to bridge the gap between the short-term STIP and long-range transportation plans and outline estimated programs and major projects in 10 year time horizon.
- Statewide Travel Model- Development of Statewide Travel Demand Model.
- Asset Management- Continued development of asset management processes including further development of Asset Investment Management System (AIMS).
- Transportation Safety in the Planning Process Study- Study to identify approach for incorporating safety data and analysis into the transportation planning process.
- Transportation and Economy Study- Study examining economic growth and transportation needs and relationship between transportation and the economy.
- Non-Motorized (Bike/Ped) Monitoring Program Plan- Development of plan to guide further development of Non-Motorized monitoring program to track bicycle and pedestrian activity.
- Bike/Ped Facility Inventory Program- Pilot program to identify and inventory bicycle and pedestrian facilities on or adjacent to the state highway system.

Appendix B – Budget Amendments

Table 5: 2016 Budget Amendments

Funding Source	As Adopted	Amendment 1	Amendment 2	Amendment 3	Cumulative
CPG	958,400				\$958,400
STP Metro Matched	\$358,114				\$358,114
FTA 5310	\$49,600				\$49,600
Air Quality Funds	\$35,000				\$35,000
Local	\$288,710				\$288,710
FTA Van Sales	\$72,000				\$72,000
VanGo™ Fares	\$840,978				\$840,978
Faster	\$240,000				\$240,000
FC Sales Tax	\$417,862				\$417,862
Local Van Sales	\$95,830				\$95,830
VanGo™ Reserves	\$53,820				\$53,820
					0
Total FY 2016	\$3,410,314				\$3,410,314

NFRMPO TRANSPORTATION ADVISORY COMMITTEE

Eric Bracke, Chair	City of Greeley
Suzette Mallette, Vice-chair	Larimer County
Stephanie Brothers	Town of Berthoud
Karen Schneiders	CDOT
Gary Carsten	Town of Eaton
Dawn Anderson	City of Evans
Martina Wilkinson	City of Fort Collins
David Klockeman	City of Loveland
John Franklin	Town of Johnstown
Seth Hyberger	Town of Milliken
John Holdren	Town of Severance
Eric Fuhrman	Town of Timnath
Janet Lundquist	Weld County
Dennis Wagner	Town of Windsor
Gary Thomas*	SAINT
Amanda Brimmer*	RAQC
Kurt Ravenschlag*	Tranfort
Will Jones*	GET
Chris Barnes*	COLT
Various*	NoCo Bike/Ped Collaborative

*Non-voting members

DISCUSSION ITEM: 2015 Public Involvement Plan (PIP)

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 19, 2015	2015 Public Involvement Plan	Alex Gordon
Objective / Request Action		
Staff is providing a draft of the 2015 Public Involvement Plan (PIP) for TAC review and discussion.		<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"> • The 2015 PIP is updated periodically to reflect new strategies such as social media or new technology. The PIP was last updated and adopted in fall 2011 and should be updated every two to four years. • The 2015 PIP update includes: <ul style="list-style-type: none"> ○ A method to evaluate previous outreach efforts to ensure new and existing strategies are working; ○ Defined Goals, Outcomes, and Public Expectations for the NFRMPO's outreach efforts; ○ Strategies to reach LEP and EJ populations; and ○ Updated laws, statutes, and other requirements for ensuring public involvement in the planning process. 		
Committee Discussion		
This is the first time TAC has discussed the 2015 PIP. The 2015 PIP is scheduled for discussion at the September 3, 2015 Planning Council meeting.		
Supporting Information		
<p>Having a Public Involvement Plan is a MAP-21 requirement for MPOs and DOTs to ensure these agencies provide outreach efforts to impacted parties. NFRMPO staff has updated the PIP in accordance with new strategies, goals, desired outcomes, and partnerships.</p> <p>The full 2015 PIB document can be accessed here: http://www.nfrmpo.org/Projects/PublicInvolvementPlan.aspx</p>		
Advantages		
Having TAC review the 2015 PIP allows TAC to provide needed input and feedback prior to Council discussion at the September 3, 2015 meeting.		
Disadvantages		
None noted.		
Analysis /Recommendation		
Staff requests TAC members review the 2015 PIP update and provide comments.		
Attachment		
<ul style="list-style-type: none"> • None 		

**DISCUSSION ITEM: USDOT Fiscal Management
Information System (FMIS) Shutdown**



F A Qs

What is FMIS 5?

Fiscal Management Information System (FMIS) 5.0 is the financial software system used by the US DOT and FHWA. This is the primary financial information system for allocating and tracking an annual \$40 billion in federally funded highway projects. It tracks authorizations, obligations, apportionments, allocations, and limitation information. It is used to plan and execute FHWA program activities, and to evaluate financial requirements for current and future funding.

Why is FMIS shutting down?

The rollout for the new system requires the US DOT to shut down the entire financial system while it closes Federal Fiscal Year 15 and uploads data for Federal Fiscal Year 16 and beyond. This period will include final testing to ensure that the system is operating properly prior to granting DOTs access in October.

How does this impact my project?

Update: CDOT will not be able to request any authorizations, obligations, de-budgets, or closures for *any federalized projects* during the shutdown. Instead, staff in OFMB is asking each Region to request authorizations in August and early September for any federal approvals or authorizations that would normally be submitted during October or November. These requests should be submitted to OFMB by September 11 in order to provide both CDOT and FHWA time to process prior to the shutdown.

What if there is an emergency?

FHWA is currently developing emergency procedures. CDOT will follow those procedures if necessary. **Note:** Be proactive and submit any FMIS requests early enough to avoid last minute rushes.

When is FMIS shutting down?

FMIS will be inoperative from September 25, 2015 until October 25, 2015.

Key Points to R E M E M B E R

- This is a large scale shutdown and update initiated by the US DOT.
- Colorado is one of 50 states, plus the US Territories, impacted by the shutdown.
- An emergency is an emergency *only* if the Colorado Governor deems it so and the US DOT concurs.

FMIS 5 Shutdown 2015

F A Qs cont.

Impacts to CDOT

Why shut down 2 weeks before FMIS closes?

CDOT and FHWA need time to process requests prior to the close date. **Update:** OFMB and the Colorado Division of FHWA will be processing October and November requests at the same time they are processing the normal September requests. Due to the expected increase in requests, OFMB will hold to its standing policy and work with FHWA to process these requests within 10 business days.

New FAQ: Is September 11 a *hard deadline* for submitting items to OFMB?

Yes. Remember, FMIS is used by all 50 states, plus the US Territories. Colorado is not the only DOT affected by the shutdown. CDOT and FHWA need time to process requests prior to the shutdown date of September 25.

Will this impact *all* CDOT projects?

Update: Yes and No. This shutdown will impact all projects that need to be processed through FMIS. Non-federalized projects are not impacted.

What constitutes an “emergency?”

Guidance is forthcoming, but expect an emergency to be defined as something catastrophic, similar to the Colorado floods in 2013.

Questions?

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	Jamie Collins – 303-757-9092
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New!

Impacts to STIP Process

Does any of this impact the STIP?

The STIP is impacted only if you need to complete a STIP or TIP action prior to submitting your FMIS request.

How do I know if my project needs a STIP action?

Talk to your Region Planner. They can tell you if an action needs to be STIP'd.

My project is located in an MPO area. Do I have to TIP my project?

Again, talk to your Region Planner. If a TIP action is required they will work with your MPO to have the project added.

Note: Each MPO has its own amendment process. A TIP amendment can be completed anywhere from just a few days to 4 months. Speak to your Region Planner now before you get caught in a deadline nightmare.

Key Dates to Remember

1. September 11 is the last day projects needing federal authorization may be submitted to OFMB.
2. FMIS 4 closes September 25, 2015 for year-end close out activities
3. FMIS 5 will open to users on October 25, 2015.

This impacts any project needing federal authorization or approval during October or November.