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- Mayor John Vazquez  
Town of Windsor

Chris Colclasure  
 CDPHE- Air Pollution Control Division  
 Kathy Gilliland  
 Transportation Commission

**MPO Staff**

- Terri Blackmore  
Executive Director
- Becky Karasko  
Regional Transportation  
Planning Director
- Rena Steffen  
Administrative Director
- Crystal Hedberg  
Finance Manager
- Mary Warring  
Mobility Coordinator

**Next Council Meeting**

October 1, 2015  
 Eaton Rec Center  
 224 1<sup>st</sup> Street  
 Eaton, CO

**NORTH FRONT RANGE TRANSPORTATION &  
 AIR QUALITY PLANNING COUNCIL  
 MEETING AGENDA**

September 3, 2015  
 Greeley Family Fun Plex  
 1501 65<sup>th</sup> Ave.  
 Greeley, CO

Council Dinner 5:30 p.m.  
 MPO Council Meeting – 6:00 to 8:30 p.m.

*Pledge of Allegiance/2-Minute Public Comment (accepted on items not for Action)  
 Anyone in the audience will be given time to speak to any item on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the Regular Agenda. Members of the public will be given an opportunity to speak to the item before the Council acts upon it.*

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO- Aug.6, 2015 (Pg. 7)

**Lead Planning Agency for Air Quality Agenda**

**COUNCIL REPORTS:**

- |  |                  |        |
|--|------------------|--------|
| 3. Air Pollution Control Division Report (Pg.14) | Chris Colclasure | 10 min |
|--|------------------|--------|

**Metropolitan Planning Organization (MPO) Agenda**

- |                                       |                 |       |
|---------------------------------------|-----------------|-------|
| 4. Executive Director Report (Pg.16 ) | Terri Blackmore | 5 min |
|---------------------------------------|-----------------|-------|

**COMMITTEE REPORTS:**

- |                    |                  |       |
|--------------------|------------------|-------|
| 5. TAC (Pg.33)     | (Written Report) |       |
| 6. Finance (Pg.35) | Kevin Ross       | 5 min |

**CONSENT ITEM:**

- |  |               |  |
|--|---------------|--|
| 7. 2015 Congestion Management Process(Pg.39) | Aaron Buckley |  |
| 8. 2040 Regional Transportation Plan(Pg.42)  | Becky Karasko |  |

**ACTION ITEMS:**

- |   |              |        |
|---|--------------|--------|
| 9. MPO Reserve Policy(Pg.47)                            | Hedberg/Ross | 10 min |
| 10. VanGo Reserve Policies(Pg.51)                       | Hedberg/Ross | 10 min |
| 11. FY2016-2019 Transportation Improvement Plan (Pg.55) | Josh Johnson | 5 min  |

**DISCUSSION:**

- |                                       |             |        |
|---------------------------------------|-------------|--------|
| 12. Public Involvement Plan(Pg.74)    | Alex Gordon | 15 min |
| 13. Executive Director Survey Process | Sean Conway | 20 min |

**COUNCIL REPORTS:**

- |                                  |                 |        |
|----------------------------------|-----------------|--------|
| Transportation Commission Report | Kathy Gilliland | 15 min |
| CDOT Region 4 Report             | Johnny Olson    |        |
| STAC Report                      | Jan Dowker      |        |
| North I-25 Coalition             | Shaffer/Conway  |        |
| Highway 34 Coalition             | Sean Conway     |        |
| Host Council Member Report       | Tom Norton      |        |
| Other Council Members Reports    | Council Members |        |

**MEETING WRAP-UP:**

- |                                       |  |       |
|---------------------------------------|--|-------|
| Final Public Comment (2 minutes each) |  | 5 min |
| Next Month's Agenda Topic Suggestions |  |       |



**MPO MEETING  
PROCEDURAL INFORMATION**

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

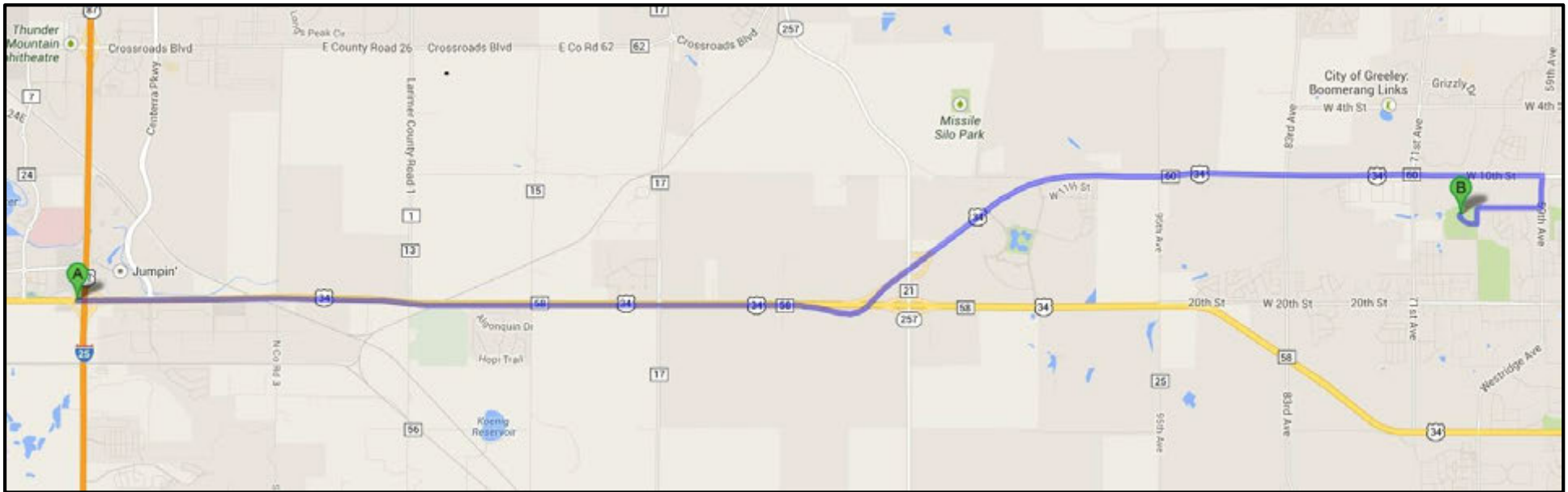
## GLOSSARY

<b>1310</b>	State funds for surface transportation
<b>5303 &amp; 5304</b>	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
<b>5307</b>	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
<b>5309</b>	FTA program funding for capital investments
<b>5310</b>	FTA program funding for enhanced mobility of seniors and individuals with disabilities
<b>5311</b>	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
<b>5316</b> <i>(see 5307 or 5311)</i>	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
<b>5317</b> <i>(see 5310)</i>	FTA program funding for “New Freedom” (a pre-MAP-21 program)
<b>5326</b>	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
<b>5337</b>	FTA program funding to maintain public transportation in a state of good repair
<b>5339</b>	FTA program funding for buses and bus facilities
<b>3C</b>	Continuing, Comprehensive, and Cooperative
<b>7th Pot</b>	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACP</b>	Access Control Plan
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ADT</b>	Average Daily Traffic (also see AWD)
<b>AIS</b>	Agenda Item Summary
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APCD</b>	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
<b>AQC</b>	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
<b>AQCC</b>	Air Quality Control Commission (of Colorado)
<b>AQTC</b>	Air Quality Technical Committee
<b>AWD</b>	Average Weekday Traffic (also see ADT)
<b>CAAA</b>	Clean Air Act Amendments of 1990 (federal)
<b>CDOT</b>	Colorado Department of Transportation
<b>CDPHE</b>	Colorado Department of Public Health and Environment
<b>CMAQ</b>	Congestion Mitigation and Air Quality (a FHWA funding program)
<b>CMP</b>	Congestion Management Process
<b>CNG</b>	Compressed Natural Gas
<b>CO</b>	Carbon Monoxide
<b>CPG</b>	Consolidated Planning Grant (combination of FHWA & FTA planning funds)
<b>DOT</b>	(United States) Department of Transportation

<b>DRCOG</b>	Denver Regional Council of Governments
<b>DTD</b>	CDOT Division of Transportation Development
<b>DTR</b>	CDOT Division of Transit & Rail
<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	Environmental Protection Agency
<b>FASTER</b>	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FRA</b>	Federal Railroad Administration
<b>FY</b>	Fiscal Year (October - September for federal funds; July to June for state funds)
<b>FFY</b>	Federal Fiscal Year
<b>HOV</b>	High Occupancy Vehicle
<b>HPTE</b>	High-Performance Transportation Enterprise (Colorado)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MDT</b>	Model Development Team
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NOx</b>	Nitrogen Oxide
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>PL</b>	Planning (funds)
<b>PPP (also P3)</b>	Public Private Partnership

<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RPP</b>	Regional Priority Program (a funding program of the Transportation Commission)
<b>RTP</b>	Regional Transportation Plan
<b>RTP (see TAP)</b>	Recreational Trails Funds - FHWA Environment funds
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Replaced by MAP-21)
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle
<b>SPR</b>	State Planning and Research (funds)
<b>SRP</b>	State Rail Plan
<b>SRTS (see TAP)</b>	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>STAC</b>	State Transportation Advisory Committee
<b>STE (see TAP)</b>	Surface Transportation Program funds (FHWA) for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program)
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STU</b>	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
<b>STP</b>	Surface Transportation Program (a FHWA funding program)
<b>STP-Metro</b>	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
<b>TAC</b>	Technical Advisory Committee (of the NFRMPO)
<b>TAP</b>	Transportation Alternatives Program (a FHWA funding program)
<b>TAZ</b>	Transportation Analysis Zone (used in travel demand forecasting)
<b>TC</b>	Transportation Commission of Colorado
<b>TDM</b>	Transportation Demand Management
<b>TE</b>	Surface Transportation Program funds for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program; now see TAP)
<b>TEA-21</b>	Transportation Equity Act for the 21st Century (replaced by MAP-21)
<b>TIP</b>	Transportation Improvement Program
<b>Title VI</b>	Refers to the U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
<b>TMA</b>	Transportation Management Area (federally-designated place >200,000 population)
<b>TOD</b>	Transit Oriented Development
<b>TPR</b>	Transportation Planning Region (state-designated)
<b>TRAC</b>	Transit & Rail Advisory Committee (for CDOT)
<b>UPWP</b>	Unified Planning Work Program
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compound

# Directions to Greeley Family FunPlex – 1501 65<sup>th</sup> Avenue



- From I-25, take Exit 257A (U.S. Highway 34) and head east on U.S.-34 for 5.7 miles.
- Exit from the right lane at the 10th Street / Greeley Business Route exit and merge into U.S. 34 Business for 6.2 miles.
- Turn right onto 59<sup>th</sup> Avenue and continue up slight hill for 0.3 mile.
- Turn right onto W. 13<sup>th</sup> Street and head west downhill for 0.5 mile.
- Turn left onto 65<sup>th</sup> Avenue and head south for 0.1 mile
- Turn right at “*Twin Rivers Community Park*” entrance sign and proceed to parking lot for Greeley Family FunPlex.

August 6, 2015 Council Meeting Minutes

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

**August 6, 2015**

**6 p.m.**

**Johnstown Community Center  
101 Charlotte St., CO**

**Voting Members**

**Present**

Sean Conway-Chair	-Weld County
Jan Dowker	-Berthoud
Kevin Ross	-Eaton
John Morris	-Evans
Gerry Horak	-Fort Collins
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Joan Shaffer	-Loveland
Jordan Jemiola	-Milliken
Kathy Gilliland	-Trans. Comm.

**Absent**

Chris Colclasure	-APCD
Tom Norton	-Greeley
Paula Cochran	-LaSalle
Paul Steinway	-Timnath
Don Brookshire	-Severance
John Vazquez	-Windsor
*No member	-Garden City

**MPO Staff:**

Terri Blackmore, Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance Manager; Aaron Buckley and Josh Johnson, Transportation Planners.

**In Attendance:**

Eric Bracke, Leah Browder, Mike Chrisman, Dave Clark, James Eussen, Myron Hora, Dave Klockeman, Suzette Mallette, Wes McElhinny, Johnny Olson, Bob Sakaguchi, Karen Schneiders, Gary Thomas.

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

**PUBLIC COMMENT:**

There was no public comment.

**ACCEPTANCE OF THE MEETING AGENDA:**

Mellon *moved* to approve the meeting agenda. The motion was **seconded** and **passed** unanimously.

**APPROVAL OF THE MINUTES:**

Jemiola *moved* to approve the July 9, 2015 meeting minutes. The motion was **seconded** and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair Conway opened the Air Quality portion of the meeting.

**Air Pollution Control Division Report**

A written report was provided.



## Metropolitan Planning Organization (MPO) Agenda

Chair Conway opened the MPO portion of the meeting.

### Executive Director Report:

Terri Blackmore, Executive Director, stated that the August 2015 Director's Report was provided in the packet and added that an RFP would be going out for payroll and time reporting. She noted that staff is interested in Council's assistance with the selection process in choosing a consultant, either a staff or Council representative from one of the member communities.

## **COMMITTEE REPORTS:**

### Transportation Advisory Committee (TAC)

A written report was provided.

### Mobility

A written report was provided. Blackmore announced that the Mobility newsletter had a new format that will highlight the events of the Larimer County and Weld County Mobility Councils.

### Finance Committee

Kevin Ross, Finance Committee Chair, briefly reviewed the Finance Committee Report and Finance Committee Minutes from July 21, 2015.

Donnelly asked if the Finance Committee would be proposing that STP funds be used to build the reserve. Ross replied that would not be their proposal as the Council's goal is for VanGo to be self-supporting. The money for the MPO reserve account might come from the member communities' existing match funding and the Finance Committee will make a recommendation to the Council at a future meeting. Blackmore added that there will be separate reserve accounts and bank accounts for the MPO and VanGo. Shaffer stated that any new programs would be phased in over time.

Chair Conway **reopened the public comment** period and introduced Wes McElhinny, Weld County Area Representative from the office of Congressman Ken Buck, and invited him to address the Council.

McElhinny thanked the Council for the opportunity to attend the meeting and indicated he would be attending on a fairly regular basis and updating them on transportation news from Washington D.C., however, he did not have anything to report this evening.

## **CONSENT ITEM:**

### 2040 Regional Transit Element (RTE)

*Jemiola made a **motion** to approve Resolution 2015-10 Adopting the 2040 Regional Transportation Element (RTE). The motion was **seconded** and it **passed** unanimously.*

## **ACTION ITEMS:**

### 2<sup>nd</sup> Quarter Unaudited Financials

Crystal Hedberg, Finance Manager, stated that the 1<sup>st</sup> Quarter Unaudited Financial were provided in the packet and had been recommended for approval by the Finance Committee. Horak commended Hedberg for her impressive work ethic.

*Shaffer **moved** to accept the 1<sup>st</sup> Quarter Unaudited Financials. The motion was **seconded** and it **passed** unanimously.*

### TIP & RTP Open for Public Comment

Josh Johnson, Transportation Planner, reviewed information from the FY2016-2019 TIP and 2040 Regional Transportation Plan 30-Day Public Comment Period AIS with the Council.

*Shaffer **moved** to Open the Public Comment Period for the FY2016-2019 TIP and 2040 Regional Transportation Plan. The motion was **seconded** and it **passed** unanimously.*

### Additional CMAQ Funding Allocation

Johnson reviewed information from the Additional CMAQ Funding Allocation AIS and tables with the Council.

*Jemiola made a **motion** to approve Additional CMAQ Funding Allocation. The motion was **seconded** and it **passed** unanimously.*

## **DISCUSSION ITEMS:**

### 2015 Congestion Management Process (CMP)

Aaron Buckley, Transportation Planner, gave the 2015 Congestion Management Process (CMP) presentation to the Council.

Gilliland asked for an explanation of how the Bluetooth counters will work. Buckley explained that the Bluetooth counters, which will be placed strategically at intersections throughout the communities, will ping devices with open Bluetooth signals such as cell phones, laptops, etc., as they pass by and then calculate the travel time between the counters. They will either tie into an Ethernet system or transmit over the cell network and will be in operation 24/7. The counters will pull a media access control (MAC) address from the device but have no way of relating that address to a specific user account.

Conway expressed his concern over the accuracy of this type of real time data collection compared to the more traditional volume or Average Daily Traffic (ADT) data collection. Blackmore explained that the TAC decided two years ago that using the volume to capacity (V/C) ratio was not a good measure for traffic congestion. The Bluetooth counters will use a travel time index to measure whether a road is congested. Joe Olson, Fort Collins Traffic Engineer, has done analysis on this process and has led the movement to use Bluetooth counters. Fort Collins has counters spread throughout their downtown area. Both CDOT and the federal government have invested in the INRIX travel time data set, which uses similar methodology but does not require the Bluetooth counters. Blackmore indicated that there will be a more precise map once all of the data is collected from the Travel Time Data Sources listed (INRIX, HERE and Bluetooth) as the model used was not a good measure of the data. She added that the V/C ratio will still be used, just not for congestion. Eric Bracke, TAC Chair and Greeley Traffic Engineer, explained that the volume to capacity ratio is not specific but travel time is accurate; therefore, planning decisions should be based on travel time. Horak added that the Bluetooth technology provides precise congestion data with all of the temporal aspects which allow for productive planning. He believes even better measurements and statistics will become available as the technology is developed over time.

Conway inquired why the 18 System Performance Measures were pared down to three. Buckley responded that there had been a consolidation of some of the measures, but primarily there was no way to collect data for many of them, so they were removed.

### 2040 Regional Transportation Plan (RTP)

Bracke briefly reviewed information from the 2040 RTP AIS and the 2040 RTP Executive Summary and began the 2040 RTP presentation to the Council. Karasko continued the presentation and identified that the same travel time index measurement used for the 2015 CMP is being used for the 2040 RTP. She then reviewed new information and items now required by MAP-21 with the Council.

Ross questioned whether the impact of driverless cars had been factored into the Plan. Karasko replied that they were included as autonomous vehicles in the Emerging Trends section since there is currently no

data that can be modeled. Blackmore added that the Plan will be updated in four years. Conway reminded the Council that the 2040 RTP will be on the September Council Agenda for adoption.

#### Executive Director Goals & Accomplishments Report

Conway handed out the 2015 Executive Director Goals Annual Report- August 2015 and explained that the ED Goals & Accomplishments Report is the first step in the new formalized Executive Director Evaluation process. Blackmore identified that because it is only August, not all of the goals for the year have been reached. Then she reviewed her report with the Council.

Conway asked what minor changes were recommended by FHWA for the 2040 Plan. Blackmore replied they recommended that a map for Environmental Mitigation that combines all of the projects and shows the number of environmental impacts they had. That map has now been completed and approved and will be added to the plan. FHWA had originally requested that the goals, objectives, performance measures and targets be changed for compliance with what they speculated their regulations will be when they are adopted in 2017, but have now retracted that request.

It was noted that although Evans was not on the communities list for annual presentations, they did have a date scheduled in August. Shaffer suggested that the value of the presentations to the community groups will likely change as the results from other goals come to fruition, therefore she did not feel it was reasonable to expect Blackmore to reach the goal of twelve for the current year, and cited that goal was more about the overall benefit offered to the communities and region, not the number of presentations done. Blackmore stated that not all of her valuable community work has been in giving presentations and noted that she has been working with the Larimer Collaboration Team every month for the past 2 ½ years and just recently completed a one day strategic planning effort with them. Blackmore clarified that she had presented to the Loveland Sertoma Club. She offered to give any presentations requested by the Council.

### COUNCIL REPORTS:

#### Transportation Commission

Kathy Gilliland, Transportation Commissioner, District 5, reported on the following:

- Freight traffic concerns were a main topic at the joint meeting with Heartland Expressway Association and Heartland South in Fort Morgan on July 30, 2015. CDOT looking at options for freight modeling across the state. Encouraging that more money may be put into the State infrastructure.
- Bustang program running well, 18% ridership. I-70 west is running at near capacity, a second run is being considered. Northern Colorado has the 2<sup>nd</sup> strongest ridership. It is increasing enough that other options like weekends and special event service is being considered. The south routes currently have the lowest ridership but are expected to increase. Ridership numbers will be posted on the website.
- North I-25 Coalition meeting with Senator Bennett, Carl Maxey and others was well attended, showing great support for the Coalition.
- Johnny Olson will be giving a presentation to 10-15 states on community-based resiliency approaches for ASHTO.

#### CDOT Region 4

Johnny Olson, CDOT R4, briefly reviewed the Project Status Updates (August 6, 2015) with the Council. He mentioned that the 85 route from Greeley to Ault and the Wyoming border, which was not on the update, may have an overlay done as a temporary fix and US 34 east is scheduled to open at the beginning of October. Olson also conveyed relevant information from the July 30 DRIVE ACT and Colorado's Success Policy Brief with the Council. The complete brief will be sent out to the Council and posted on the MPO website. He highly praised the efforts of the North I-25 Coalition, citing their significant participation in the advancements made thus far.

#### Statewide Transportation Advisory Committee (STAC) Report

Conway briefly reviewed information from the STAC minutes and highlighted the Federal and State Legislation Update and Johnny Olson's presentation of the Presidential Challenge on Risk & Resiliency. Blackmore commented that immediately following the July STAC meeting, the MPO's issue with delayed CPG and Transit funds was resolved.

#### North I-25 Coalition

Shaffer reported that the coalition had a very productive meeting and it was recognized that the Coalition's efforts are being recognized on a federal level as well as a State level. The six long-term transportation funding options discussed at the meeting were as follows:

- Trans Bond II
- General Fund money
- Add maintenance to allowable costs for SB 228 tied to TRANs Bond II approval
- Allow extension of SB 228 for a minimum of full \$1B transfer
- New revenue stream tied to TRANs Bond II and SB 228
- Tax Credit (proposed by Total Spectrum at Transportation Summit) –requires Statutory change with Arizona and Utah as examples

Conway added that staff members from both Senator Gardner and Congressman Polis' had given presentations at the meeting and indicated that the focus of the coalition is to now take the model of success they have had at the federal level to the State Legislature. They hope to have several legislators at the September meeting. According to David May of the FIX I-25 Coalition, the focus of the 2016 Legislative Session will be transportation. Barbara Kirkmeyer, North I-25 Coalition Chair, will be providing talking points from the meeting.

Blackmore thanked the MPO staff for creating the Funding Sources for the North I-25 Corridor brochure in response to David May's request for a list of viable funding sources for the next five years and specifically recognized Josh Johnson for his work on the graphics.

#### Host Council Report

Mellon thanked everyone for coming to Johnstown for the meeting. He reported that their downtown streetscape project was complete and will include a patriotic display on special holidays. The South Trail project along Parish Avenue, which is approximately five miles long and connects downtown to housing developments south of town, is near completion. The project included a bridge widening and rail work and will have a final cost of \$1.1M.

#### Other Council Reports

Butch Hause- (Sound Engineer) invited everyone to attend the 13<sup>th</sup> Annual Farm Concert, Sunday, August 30<sup>th</sup> from 4:30-9p.m at Butch & Sarah's, 0236 East Hwy 56, in Berthoud. This year features John McEuen, and special guest Runaway Express. Tickets are \$30 per person. He handed out several fliers with all the information.

Evans- Morris announced there will be a Safety Awareness Fair at Sam's Club in Evans on Saturday, August 8<sup>th</sup>. A tour of remaining flood damage will take place Saturday also. There is still a lot of road construction being done in Evans, 37<sup>th</sup> Street was their last big project and there are still many smaller projects.

Eaton- Ross reported that Eaton Days was July 10-12. The ribbon cutting for the new library was August 1<sup>st</sup> and the Eaton Industrial Rail Park Grand Opening was July 16<sup>th</sup>. A new railroad crossing is going in at 10<sup>th</sup> Street (WCR 76) and US85.

Milliken- Jemiola invited everyone to attend Beef & Bean Day on Saturday, August 8<sup>th</sup>.

Loveland- Shaffer reported the resurfacing project on US 287 looks great and is a pleasure to drive on. River's Edge Natural Area will be reopening soon, for the first time since the flood. She invited

everyone to attend Sculpture in the Park August 8<sup>th</sup> and 9<sup>th</sup>. Shaffer congratulated Kathy Gilliland, Transportation Commissioner, for being reappointed by Governor Hickenlooper.

Fort Collins- Horak thanked TAC and MPO staff for their collaborative efforts on the various projects at the MPO.

Larimer County- Donnelly stated that the Larimer County Fair concluded on August 5<sup>th</sup> with over \$507,000 in livestock sales, a 12% increase over last year. He mentioned that 1 1/2 % of the population provides all of the food for the country and stressed the importance of showing the next generation the importance and viability of agriculture by supporting the industry in both Larimer and Weld counties. Donnelly was chosen by 4-H members as the winner of the Celebrity Round Robin Livestock Event, an elected official's livestock showing.

Weld County- Conway reported that the Weld County Fair had record numbers of livestock sales this year. He is very proud of all the kids who participate each year. All are invited to a ribbon cutting and dedication for WCR 49 Parkway Project on Wednesday, October 7<sup>th</sup>, an invitation will also be extended to Governor Hickenlooper. The design/build team will be announced soon, updated details can be found at <http://www.co.weld.co.us/Departments/PublicWorks/WeldCountyRoad49Corridor/DidYouKnow/>

**MEETING WRAP-UP:**

Final Public Comment: There was no final public comment.

Next Month's Agenda Topic Suggestions: There were no suggestions.

The meeting was adjourned at 7:48 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: September 2015

## Monthly Report from CDPHE to the North Front Range Transportation and Air Quality Planning Council

August 2015

### The Air Quality Control Commission:

- The AQCC last met on August 20<sup>th</sup>. Agenda items included:
  - The Commission granted a request for public hearing on the conformity determination for NFRMPO's Fiscally Constrained 2040 Regional Transportation Plan, FY 2016-2019 Transportation Improvement Program, Upper Front Range 2040 Regional Transportation Plan and the FY 2016-2019 Colorado Statewide Transportation Improvement Program for the Upper Front Range Transportation Planning Region.
  - The Commission also granted requests for public hearings on Regional Haze, the affirmative defense for excess emissions during startup, shutdown and malfunction events, source specific designations on attainment of the sulfur dioxide NAAQS, and other matters.
- The Commission's next meeting is scheduled for October 15, 2015, in Denver, CO.
- Information on the Commission's past and planned activities can be found on their website at: <https://www.colorado.gov/pacific/cdphe/aqcc>

### The Air Pollution Control Division:

- So far in 2015, four ozone monitoring stations have recorded violations of the ambient air quality standard (fourth-highest values). The monitoring stations that have measured nonattainment are located at Chatfield State Park (81 ppb), Rocky Flats North (77 ppb), NREL (81 ppb), and Fort Collins West (76 ppb). These data must be verified before being finalized.
- The Division expects to finalize its 2017 ozone inventory within the next few weeks. This inventory will be used to model ozone levels and to develop the ozone SIP.
- EPA proposed methane standards, "control techniques guidelines," and related rules affecting the oil and gas sector on August 18, 2015. The Division is evaluating these rules and may submit comments to EPA.
- The Division issued Wildfire Smoke Health Advisories between August 20-24 to help people protect themselves from the health impacts of wildfires burning in seven western states. More information about wildfires and other air quality issues can be found at [www.colorado.gov/airquality](http://www.colorado.gov/airquality).
- On August 3, 2015, EPA finalized its Clean Power Plan, with carbon emission standards for power plants. The Division will draft a state plan for meeting EPA's targets through a public stakeholder process.

Executive Director Report: September 2015



## September 2015 Director's Report

### Air Quality Conformity

- The Air Quality Control Commission concurred with the NFRMPO Air Quality Conformity on August 20, 2015 for the following documents.
  - NFRMPO Fiscally Constrained 2040 Regional Transportation Plan
  - FY 2016-2019 Transportation Improvement Program
  - Upper Front Range 2040 Regional Transportation Plan
  - FY 2016-2019 Colorado Statewide Transportation Improvement Program for the Upper Front Range Transportation Planning Region
- The documentation has been sent to FHWA and FTA for their concurrence prior to EPA.

### Funding Brochure

- The Transportation Team updated the Funding Brochure to include local funding to match the Presidential Challenge. A copy of the updated brochure is attached for your use.

### RTP and Required Plans

- Planning Council approved the 2040 Regional Transit Element (RTE) at their August 6, 2015 meeting.
- TAC recommended Planning Council approve the 2015 Congestion Management Process (CMP) at their August 19 meeting.
- TAC recommended Planning Council approve the 2040 Regional Transportation Plan (RTP)
- Planning Council approval of the CMP and the RTP at their September 3, 2015 meeting completes the approvals necessary to allow continued compliance with federal requirements and locals to spend federal funds.

### VanGo™

- The VanGo™ program met with the Lowes and Sierra Trading Post Warehouse management staff in Wyoming to discuss providing vanpool services to commuters from the MPO area.
- The VanGo™ program has identified a guaranteed ride home contractor and an insurance vendor if this service is started. Vanpools crossing the Wyoming/Colorado border would pay an insurance premium.

### Board, Council and Commission Presentations

- Completed
  - Loveland, Berthoud, Greeley, Milliken, Evans, Eaton, Fort Collins
- Scheduled
  - LaSalle (9/8), Larimer County (10/6), Severance (10/19), Timnath (10/13), Windsor (10/26)
- Yet to be scheduled
  - Johnstown, Weld

### UPWP

- The TAC approved the FY 2016 UPWP at their August 19 meeting. The UPWP has been submitted along with the required scope of work to CDOT for processing.

# Viabile Funding Sources for the North I-25 Corridor



**NFRMPO**  
NORTH  
FRONT RANGE  
METROPOLITAN  
PLANNING  
ORGANIZATION

## Cover Image Sources

Upper left and right: [www.coloradoan.com](http://www.coloradoan.com) image library

Bottom: [www.denverpost.com](http://www.denverpost.com) image library

Funding sources considered to be viable for improvements on the North I-25 Corridor are summarized below.

### Total Viable Funding: \$16.867B

Federal

State

Local

P3

#### MAP-21 Renewal / Federal Transportation Bill

- **\$615 M** Funding for State of Colorado
- Requires Congressional and Presidential approval
- DRIVE act cleared Senate on July 30, 2015

#### Repatriation of Off-Shore Corporate Profits

- **\$6.7B** Potential Funding over 6 years
- Requires Congressional and Presidential approval
- Based on one-time, 14% tax on foreign profits being held overseas

#### Freight Corridor Funding

- **\$2B** Potential Funding
- Authorized under DRIVE Act (if passed)
- DOT authorized to allow maximum Federal share of 95% if project improves efficiency of freight movement

#### Increase Federal Fuel Tax

- **\$1.3B** Funding Increase
- Requires Congressional and Presidential approval
- Based on increase from 18.4¢ to 33.4¢ per gallon over 10 years

#### SB 228 Transfers

- **\$101.6M** General Fund Transfers to CDOT in FY2016
- Reduced 50% due to TABOR Refund (\$101.6M in FY2016)
- Eliminating TABOR refund requires general vote

#### TRANS Bonds Program Renewal

- **\$1.024B** total bond sales generated for North I-25
- Renewal of the program requires general vote in a November election
- Project list includes \$1B in highway and \$24M in transit projects for I-25

#### General Fund Appropriation

- **\$1.03B** Funding Increase
- Done by state legislature
- Competes with other services such as education

#### Increase State Fuel Tax

- **\$135.5M** Funding Increase
- Requires legislative approval and general vote
- 1¢ per gallon raised over 5 years

#### Replace Fuel Tax With VMT Tax

- **\$462M** Funding Increase
- Requires legislative approval and general vote
- Revenue estimate based on 1¢ VMT tax

#### Reduce Fuel Tax Revenue to Other Uses

- **\$500M** Funding Increase
- Done at State level, revenue distributed to CDOT for highway and transit projects
- Removes funding from State Patrol, Ports of Entry, and FASTER Transit projects

#### Transportation Empowerment Act

- **\$1.8B** Funding Increase
- Requires Congressional and Presidential approval
- Decreases Federal Fuel Tax to 3.7¢ per gallon and increases State Fuel Tax revenues

#### Creation of Regional Transportation Authority

- **\$400.5M** Funding Increase
- Requires local government approval, IGA, and public vote
- TABOR could limit additional funding if amount earned is more than inflation plus population increase

#### Presidential Challenge Local Match

- **\$12.9M** Median Local Match
- Match numbers based on possible award amounts
- Median local match is shown, could be anywhere from \$3.6M - \$38.2M

#### Public/Private Partnership (P3) Toll Lane

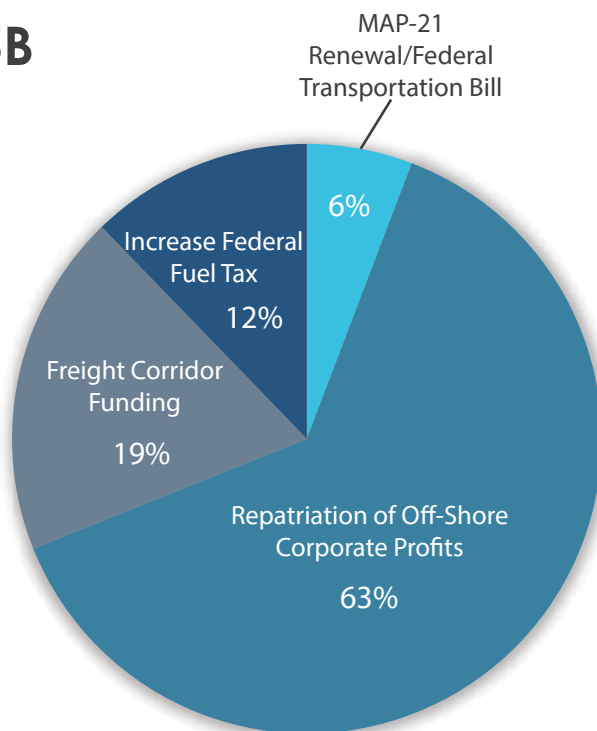
- **\$785M** Funding Increase
- Requires HPTE approval
- P3 would provide 50% of total project cost and would manage the roadway

### Total Federal Funding: \$10.615B

Identified Federal Funding Sources for the North I-25 Corridor include:

- MAP-21 Renewal / Federal Transportation Bill - **\$615M**
- Repatriation of Off-Shore Corporate Profits - **\$6.7B**
- Freight Corridor Funding - **\$2B**
- Increasing the Federal Fuel Tax - **\$1.3B**

Funding totals assume a 1-year estimate unless otherwise noted.



### MAP-21 Renewal / Federal Transportation Bill \$615M

#### General

- Most recently extended through October 29, 2015
- Congress needs to transfer \$13B from General Fund per year to keep highway funds afloat

#### Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act

- Six year federal transportation funding bill with 3 years of secured funding
- DRIVE Act has passed Senate but still requires a vote from the House of Representatives, may likely require a conference
- National Funding begins at \$44B in FY2016 and increases to \$48.3B in FY2021
- \$2.4B in competitive grants for a Major Projects Program to assist states and regions with large corridor and gateway transportation infrastructure projects
- \$2B per year dedicated to freight infrastructure

#### Funding

- Based on historic apportionment for Colorado under MAP-21 (approximately 1.4% of total funding for all states), Colorado would receive around \$615M in FY2016 and around \$675M in FY2021

### Repatriation of Off-Shore Corporate Profits

**\$6.7B**

#### General

- One-time tax on corporate profits overseas to pay for long-term transportation bill
- Requires companies to move overseas profits back to US
- Invest in Transportation Act allows domestic corporations to elect to repatriate overseas income prior to 2015 at a 6.5% tax rate during a 5-year period
  - Invest in Transportation Act has a 2% chance of being enacted
- Establishment of National Infrastructure Bank (NIB) using a one-time tax repatriation holiday could add 1.5% to annual GDP (\$252B), capitalized at around \$25B
- The 2004 American Jobs Creation Act (AJCA) permitted US corporations to repatriate income at a tax rate of 5.25%
  - Corporations returned \$312B, funds were largely used for stock repurchases and executive compensation

#### Ballot Measure

- Requires approval from Congress and a signature from the President

#### Funding

- Could result in around \$250B GDP increase, however, it is unclear how much funding would be generated for transportation
- A one-time, 14% tax on foreign profits currently being held outside the US would fund a 6-year, \$478B Surface Transportation Plan at the federal level
  - Based on previous MAP-21 appropriation, Colorado's share would be \$6.7B

### Freight Corridor Funding - competitive

**\$2B**

#### General

- I-25 is a Primary Freight Network Route, a federally designated freight corridor, a Colorado freight corridor, and a hazardous materials route
- USDOT authorized to allow a maximum federal share of 95% if project makes a demonstrated improvement in the efficiency of freight movement and is identified in a State freight plan
  - I-25 is listed in the CDOT State Highway Freight Plan

#### Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act

- \$13.5B over 6 years for freight transportation
  - Minimum \$2B per year dedicated for freight infrastructure
- \$2.4B in competitive grants for a Major Projects Program to assist states and regions with large corridor and gateway transportation infrastructure projects

#### Funding

- \$2B per year Federally

## Increase Federal Fuel Tax

**\$1.3B**

### General

- Colorado received approximately \$512M in federal fuel tax revenues in FY2014
- Increasing the federal gas tax between from 18.4¢ per gallon for gasoline and 24.4¢ per gallon for diesel to a flat 33.4¢ per gallon for gasoline and diesel results in a total federal fuel tax revenues of \$1.37B for the State of Colorado
  - Colorado receives 95¢ back for every dollar resulting in a total allocation of \$1.3B per year for the first 10 years

### Ballot Measure

- Requires approval from Congress and a signature from the President

### Funding

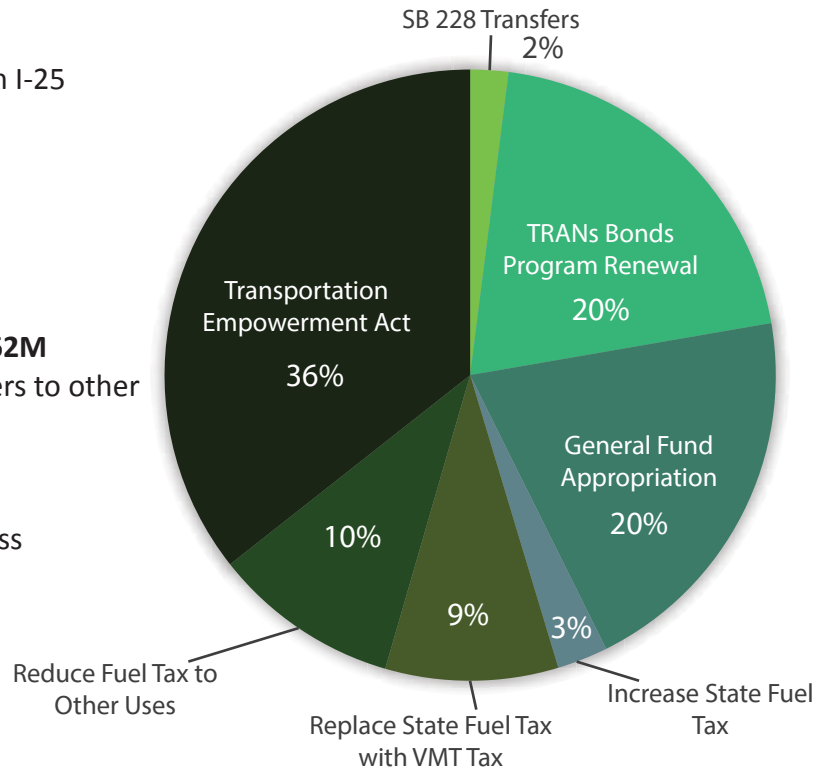
- Increasing the federal gas tax to 34.4¢ per gallon results in a total federal fuel tax revenue for Colorado of \$1.3B per year over 10 years

### Total State Funding: \$5.053B

Identified State Funding Sources for the North I-25 Corridor include:

- SB 228 Transfers - **\$101.6M**
- TRANs Bonds Program Renewal - **\$1.024B**
- General Fund Appropriation - **\$1.03B**
- Increasing the State Fuel Tax - **\$135.5M**
- Replacing State Fuel Tax with VMT Tax - **\$462M**
- Reducing the State Fuel Tax revenue transfers to other uses - **\$500M**
- Transportation Empowerment Act - **\$1.8B**

Funding totals assume a 1-year estimate unless otherwise noted.



### SB 228 Transfers

**\$101.6M**

#### General

- The Colorado General Assembly enacted SB 228 in 2009, updating laws governing General Fund Transfers
  - When personal income growth reaches or exceeds 5%, a 5-year block of transfers is made from the General Fund to the Highway Users Tax Fund (HUTF), the Capital Construction Fund, and the General Fund statutory reserve.
  - The transfer continues throughout the 5 years, even if personal income growth falls beneath 5%
  - For transportation, transfer is equivalent to 2% of the total annual General Fund revenue
- All SB 228 transfers to HUTF must be paid to CDOT via the State Highway Fund
  - No more than 90% of funds must be used on highway projects
  - No less than 10% of funds must be used for transit projects

#### TABOR

- If TABOR surplus is between 1% and 3% of the total General Fund revenues, CDOT’s SB 228 transfer is reduced by half (50%)
- If TABOR surplus exceed 3% of the total General Fund revenues, CDOT’s SB 228 transfer is eliminated for that year

#### Funding

- For FY 2015-16, SB 228 transfers to CDOT are expected to be \$101.6M (transfers cut 50% due to TABOR surplus)
- For FY 2016-17, SB 228 transfers to CDOT are expected to be eliminated due to TABOR surplus
- Estimates are not available for the subsequent 3 years



## TRANS Bonds Program Renewal

**\$1.024B**

### General

- Transportation Revenue Anticipation Notes (TRANS) Bonds were first issued by voter approval in 1999, allowing the state to bond revenue and use the General Fund and Fuel Tax revenues to pay back the bonds
  - The original measure set aside 50% of federal fuel taxes to leverage a bond that generated \$1.7B. The measure passed with 62% of the vote
- TRANS II would bond \$3.5B total and use a portion of annual state and federal gas tax revenues to repay the bonds
  - The measure would allow the state to bond against 50% of federal fuel tax revenue for 20 years

### Ballot Measure

- TRANS II requires a ballot measure (vote of the people) in a November election cycle
  - Would be a renewal of the original TRANS bonding program passed in 1999

### Funding

- TRANS project list includes \$1.024B total bond sales generated for the North I-25 Corridor
  - This includes \$1B in highway and \$24M in transit projects

## General Fund Appropriation

**\$1.03B**

### General

- In FY2014-2015, Colorado appropriated \$1.03B in flexible funding
  - This funding would be available for appropriation, but would compete with services such as healthcare and education

### Legislative Requirements

- Requires legislative vote of approval

### Funding

- \$1.03B per year

### Increase State Fuel Taxes

**\$135.5M**

#### General

- Colorado currently receives approximately \$571.3M per year from state fuel tax revenues
- Increasing the fuel tax between 1¢ and 30¢ per gallon results in an increase between \$27.1M and \$1,570M per year, respectively

#### Ballot Measure

- Requires legislative approval and ballot measure (vote of the people)

#### Funding

- An increase of 1¢ per gallon of all fuel taxes would raise \$135.5M over 5 years

### Replace Fuel Tax with Vehicle Miles Traveled Tax

**\$462M**

#### General

- As Vehicle Miles Traveled (VMT) increases in the area, funding would grow with a VMT tax rather than the fuel tax revenue, which has decreased over time
- Eliminating the State Fuel Tax and replacing it with a 1¢ VMT tax would generate \$462M per year

#### Ballot Measure

- Requires legislative approval and ballot measure (vote of the people)

#### Funding

- \$462M revenue per cent of increased VMT tax could be secured for the State

### Reduce Fuel Tax Revenue to Other Uses

**\$500M**

#### General

- HUTF funds may be used for rights-of-way acquisition, construction, engineering, safety, reconstruction, improvement, repair, maintenance, and administration of the state, county, city highway system.
- Funded through motor fuel excise taxes, vehicle license and registration fees, passenger-mile taxes, court fines from traffic infractions, specialty license plate fees

#### Funding

- Off-the-Top Diversions: HUTF for many years has provided nearly all the funding for the State Patrol and Ports of Entry.
  - Limit of 6% increase annually to Off-the-Top Diversions
  - FY2012-2013: \$104.2M (11.2% of total) went to Off-the-Top Appropriations, including State Patrol and Department Of Revenue (Driver's License Bureau)/Port of Entries
- FASTER specifically set aside money for transit and other uses (7.5% of total FASTER funding set aside for transit) around \$15M

#### Governance

- Must be done at the state level
- Distributed by CDOT, including to CDOT transit projects (Bustang)

#### Politics

- Will be a tough sell for removing funding from State Patrol and Ports of Entry without finding new funding source for them
- Diversions are written into law because they contribute to safety and administration of the existing highway system

### Transportation Empowerment Act

**\$1.8B**

#### General

- Decreases Federal Fuel Tax to 3.7¢ per gallon
- Increases State Fuel Taxes revenue by \$359.6M per year

#### Ballot Measure

- Requires approval from Congress and a signature from the President

#### Funding

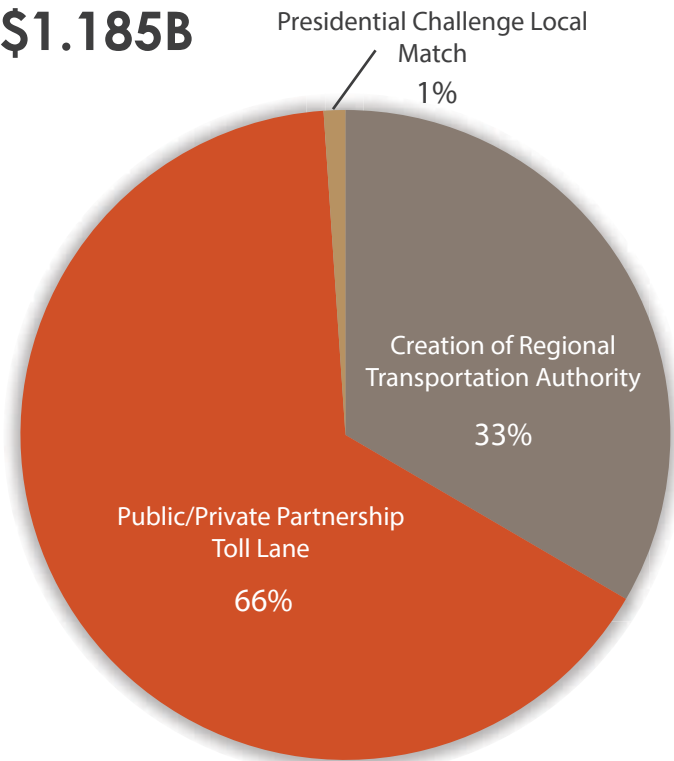
- Decreasing the Federal Fuel Taxes and transferring funding responsibility to the State increases State Fuel Tax Revenue to \$359.6M per year and reduces the funds transferred to donee states
  - \$1.8B over 5 years

### Total Local/Private Funding: \$1.185B

Identified Local Funding Sources for the North I-25 Corridors include:

- Creation of a Regional Transportation Authority - **\$400.5M**
- Presidential Challenge Local Match - **\$12.9M**
- Public/Private Partnership Toll Lane - **\$785M**

Funding totals assume a 1-year estimate unless otherwise noted.



### Creation of a Regional Transportation Authority \$400.5M

#### Funding

- \$80.5 M per year with 1% sales tax, \$10 vehicle registration fee, 2% lodging tax, and tolls along HOT lanes
  - \$70.4M from 1% sales tax (based on 2013 or 2014 numbers, except for Weld County which has no current sales tax)
  - \$5.1M from \$10 Vehicle Registration Fee based on proportional population of NFR Region to entire State of Colorado
  - \$1.8M from 2% Lodging Tax based on 2013 returns for Fort Collins, Loveland, and Greeley
  - \$3.2M from High Occupancy Travel (HOT) lanes along I-25
- \$320M over the remaining 4 years
- Most RTAs in Colorado have a Sales and Use Tax between 0.4% and 1.0%, which would be between \$32M and \$80.5M per year.

#### Ballot Measure and Governance

- Must be approved by local municipal governments before ballot measure
- Must pass a vote of the public
- Must clearly define revenue sources and uses
- Local governments and agencies would need to create, sign, and approve an intergovernmental agreement (IGA)
- May need to be intermodal if Fort Collins, Greeley, Loveland are involved (regional transit may ease some traffic on I-25)

#### TABOR

- Could limit additional funding if amount earned is more than inflation population increase

### Presidential Challenge Local Match

**\$3.6M - 38.2M**

#### General

- Match numbers are based on possible award amounts for three resiliency projects within the NFRMPO
  - Little Thompson River Bridge
  - Big Thompson River Bridge
  - Cache la Poudre River Bridge
- The St. Vrain Creek Bridge is not included as it is not within the NFRMPO Boundary
  - It is assumed communities in Adams and Boulder counties would provide the local match for the St. Vrain Creek project
- Identified communities are along or within reasonable distance of North I-25 Corridor
  - It is assumed identified communities would match funds for the North I-25 Corridor
  - Match numbers per community are based on 2013 population share
- It is assumed award match would be a combination of CDOT and Local funds or 100% Local funds
- The median Local match amount is shown in the pie chart on the Local & Private Funding Sources cover page

**HUD National Disaster Resilience Competition Presidential Challenge Funding**

Projects	Resiliency Alternative Cost	FHWA Emergency Relief Contribution	\$30M Challenge Award		\$50M Challenge Award	
			Federal Award	Match	Federal Award	Match
Little Thompson River	\$ 26,200	\$ 2,400	\$ 13,600,000	\$ 10,200,000	\$ 23,800,000	\$ -
Big Thompson River	\$ 36,900	\$ 2,800	\$ 13,700,000	\$ 20,400,000	\$ 23,500,000	\$ 10,600,000
Cache la Poudre River	\$ 26,900	\$ 16,600	\$ 2,700,000	\$ 7,600,000	\$ 2,700,000	\$ 7,600,000
<b>Total:</b>	<b>\$ 90,000</b>	<b>\$ 21,800</b>	<b>\$ 30,000,000</b>	<b>\$ 38,200,000</b>	<b>\$ 50,000,000</b>	<b>\$ 18,200,000</b>

**Presidential Challenge Funding - Local Match per Community**

Community	2013 Population	Percentage	\$30M Award Local Match		\$50M Award Local Match	
			20% Local	100% Local	20% Local	100% Local
Weld County - unincorporated	44,360	9.30%	\$ 710,756	\$ 3,553,779	\$ 338,632	\$ 1,693,162
Larimer County - unincorporated	67,310	14.12%	\$ 1,078,471	\$ 5,392,355	\$ 513,826	\$ 2,569,132
Berthoud	5,313	1.11%	\$ 85,127	\$ 425,636	\$ 40,558	\$ 202,790
Fort Collins	152,205	31.92%	\$ 2,438,697	\$ 12,193,484	\$ 1,161,892	\$ 5,809,461
Greeley	96,306	20.20%	\$ 1,543,058	\$ 7,715,289	\$ 735,174	\$ 3,675,871
Johnstown	12,034	2.52%	\$ 192,814	\$ 964,071	\$ 91,864	\$ 459,322
Loveland	71,224	14.94%	\$ 1,141,183	\$ 5,705,914	\$ 543,705	\$ 2,718,525
Milliken	5,879	1.23%	\$ 94,196	\$ 470,980	\$ 44,879	\$ 224,394
Timnath	793	0.17%	\$ 12,706	\$ 63,529	\$ 6,054	\$ 30,268
Windsor	21,407	4.49%	\$ 342,993	\$ 1,714,963	\$ 163,415	\$ 817,076
<b>Total:</b>	<b>476,831</b>	<b>100%</b>	<b>\$ 7,640,000</b>	<b>\$ 38,200,000</b>	<b>\$ 3,640,000</b>	<b>\$ 18,200,000</b>

### Public/Private Partnership (P3) Toll Lane \$785M

**General**

- Minimum total project cost for any P3 project is \$400M, with a 50% match required
  - Match would be \$200M, Private share would be \$200M
- Full length total project cost for any P3 project is \$1.57B, with a 50% match required
  - Match would be \$785M, Private share would be \$785M
- Once toll lanes are constructed, the private entity would maintain the facility and receive revenue from the managed lane unless a percentage pay back to the State was agreed upon

**Legislative Requirements**

- Requires High-Performance Transportation Enterprise (HPTE) approval

**Funding**

- P3 would raise \$785M to construct HOT toll lanes

Minimum Project - \$400M	Full Length Project - \$1.57B
\$200M P3 \$200M Match \$ 68M Presidential Challenge <hr/> <b>\$132M left to match</b>	\$785M P3 \$785M Match \$ 68M Presidential Challenge <hr/> <b>\$717M left to match</b>

**Possible Funding Sources for Match**

- Regional Transportation Authority
- SB 228 Transfers
- TRAns Bonds Program Renewal
- Increase State Gas Tax



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(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

**MPO Planning Council**

*Commissioner Sean Conway- Chair  
Weld County  
Joan Shaffer- Vice Chair  
City of Loveland  
Mayor Pro-Tem Jan Dowker - Past Chair  
Town of Berthoud  
Kevin Ross  
Town of Eaton  
Mayor John Morris  
City of Evans  
Mayor Pro-Tem Gerry Horak  
City of Fort Collins  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Jordan Jemiola  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Mayor John Vazquez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

**MPO Staff**

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Executive Director  
Becky Karasko  
Regional Transportation  
Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager  
Mary Warring  
Mobility Coordinator*

August 21, 2015

Senator Michael Bennet  
261 Russell Senate Office Building  
Washington, DC 20510

The North Front Range Metropolitan Planning Organization (NFRMPO) would like to thank you for your extraordinary efforts and leadership on behalf of the State of Colorado during the Senate's development of the six-year transportation legislation. I-25 is the spine that carries the freight (oil and gas, as well as agricultural products), employees, and tourists that make Colorado the vibrant place it is today and can continue to be with this needed funding.

The inclusion of funding for the two new grant programs: Assistance for Major Projects Program and the Assistance for Freight Projects Program allows the State of Colorado to compete for needed dollars for critical I-25 improvements. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program is critical for three major Colorado road projects that would not be able to move forward without this funding. Colorado is also poised to implement new technologies for maximizing the roadway systems already are at capacity.

We appreciate your vision and understanding of the importance that the I-25 corridor has for Northern Colorado.

Sincerely,



Sean Conway, Chair  
Weld County Commissioner



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[www.smarttrips.org](http://www.smarttrips.org)

**MPO Planning Council**

*Commissioner Sean Conway- Chair  
Weld County  
Joan Shaffer- Vice Chair  
City of Loveland  
Mayor Pro-Tem Jan Dowker - Past Chair  
Town of Berthoud  
Kevin Ross  
Town of Eaton  
Mayor John Morris  
City of Evans  
Mayor Pro-Tem Gerry Horak  
City of Fort Collins  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Jordan Jemiola  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Mayor John Vazquez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

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August 21, 2015

Senator Cory Gardner  
354 Russell Senate Office Building  
Washington, D.C. 20510

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We appreciate your vision and understanding of the importance that the I-25 corridor has for Northern Colorado.

Sincerely,



Sean Conway, Chair  
Weld County Commissioner



COMMITTEE REPORT: TAC – August 19, 2015

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
August 19, 2015**

**APPROVAL OF THE JULY 15, 2015 TAC MINUTES:**

Brimmer clarified only the Fort Collins West station is above the 75 PPM standard for ozone. The July 15, 2015 TAC meeting minutes were approved unanimously, with the changes made by Brimmer.

**CONSENT AGENDA:**

**2015 Congestion Management Process (CMP)** – Bracke requested the 2015 CMP be pulled from the Consent Agenda and asked for clarification on what data will be provided by local communities. Buckley stated the NFRMPO will work with communities to gather data related to performance measures included in the 2015 CMP. Klockeman motioned to recommend Council adopt the 2015 CMP at their September 3<sup>rd</sup> meeting. The motion was approved unanimously.

**2040 Regional Transportation Plan (RTP)** – Holdren moved to recommend Council adopt the 2040 RTP at their September 3<sup>rd</sup> meeting. The motion was approved unanimously.

**ACTION ITEMS:**

**FY2016-2019 Transportation Improvement Program (TIP)** – Johnson presented the FY2016-2019 TIP project tables and stated the TIP must be readopted to be fiscally constrained under the 2040 RTP. Bracke and Mallette mentioned the I-25 projects under STP-Metro should reference additional funds listed in the Strategic section. Mallette motioned to recommend Council adopt the FY2016-2019 TIP at their September 3<sup>rd</sup> meeting. The motion was approved unanimously.

**FY2016 Unified Planning Work Program (UPWP)** – Blackmore stated the scope of work under the FY2016 UPWP has been submitted to CDOT. TAC discussed various edits to the document. Klockeman motioned to approve the FY2016 UPWP with the discussed modifications. The motion was approved unanimously.

**OUTSIDE PARTNERS REPORTS (verbal):**

**NoCo Bike & Ped Collaborative** – Jeffrey Boring discussed bicycle fatalities due to safety issues on the Kechter Road crossing over I-25. Larimer County is working on a long term solution to make the crossing safer. The NFRMPO is purchasing three mobile counters for use around the region and two permanent bicycle counters to be placed along the Poudre River Trail in both Larimer and Weld counties. Boring also mentioned registration is now open for the 2015 Bike and Walk Conference on November 5<sup>th</sup> at UNC. Registration is \$30 per individual.

**Regional Transit Items** – Blackmore mentioned GET has a new YouTube Marketing Video for their Ride Free with ID program. Wilkinson mentioned all CSU routes have started service in preparation for the 2015 Fall Semester.

**Regional Air Quality Council** – Brimmer stated there are four monitors exceeding the test of attainment for air quality in the state. EPA has signed a proposal for the Denver-North Front Range 8 hour ozone nonattainment area to be bumped up to moderate non-attainment. August 25<sup>th</sup> is the next Transportation and Land Use Subcommittee meeting in Denver. EPA has finalized their clean power plan with lower targets than their original proposal.

**DISCUSSION ITEMS:**

**2015 Public Involvement Plan (PIP)** – Gordon presented the 2015 PIP and mentioned updates in conjunction with the 2040 RTP and 2040 RTE, including updated Environmental Justice and Title VI information, enhanced public involvement strategies, and updated goals.

**USDOT Fiscal Management Information System (FMIS) Shutdown** – Schneiders discussed the implication of the FMIS shutdown on September 25<sup>th</sup>. September 4<sup>th</sup> is the last day projects needing federal authorization may be submitted to CDOT Region 4 local project managers to be submitted to the Office of Financial Management and Budget (OFMB) by September 11<sup>th</sup>.

COMMITTEE REPORT: Finance – August 19, 2015

## Finance Committee Report

- Finance Committee met on August 19, 2015
- A draft MPO Operating Reserve Policy was reviewed.
- The committee recommends Council approve a MPO Operating Reserve Policy that would achieve and maintain three months of operating costs.
- The committee recommends that the Operating Reserve be funded with current savings and investments. Any remaining amount needed to fully fund the reserve would come from local match.
- The committee recommends 100% of local entities pay annual billed match amounts within 90 days of billing.
- A draft VanGo™ Reserve Policy was reviewed. This consists of an Operating Reserve and a separate Capital Reserve.
- The committee recommends that the Council approve a VanGo™ Reserve policy that would achieve and maintain three months of operating costs for the Operating Reserve and the Capital Reserve would achieve and maintain an amount equal to 7% of net assets.
- Both VanGo™ reserves would be funded with current savings and investments.
- The committee reviewed a proposed 1% fare increase for the VanGo™ program for 2016.
- After discussion, the committee recommends Council approve a 1% fare increase for 2016
- The VanGo fare increase will be brought to Council in October in compliance with Public Hearing requirements.

# FINANCE COMMITTEE | Minutes

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Meeting date | time 8/19/2015 7:30 AM | Meeting location Mimis Café, 1450 Fall Rive Dr., Loveland

Meeting called by Terri Blackmore, Crystal Hedberg  
Type of meeting NFRMPO Financial Update

Members Present:  
Kevin Ross  
Gerry Horak Paula Cochran

1. Approval of Minutes  
Minutes of the July Finance Committee meeting were approved.

## AGENDA TOPICS

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Time allotted | 7:30-8:00am | Agenda topic Reserve Policies | Presenter Crystal Hedberg

2. Discussion: See attached memo
3. Conclusion: The North Front Range MPO Operating Reserve Policy was reviewed. The committee discussed the amount of reserves that should be maintained. After reviewing information received from other MPO's in the state, the consensus was three (3) months of operating costs would be adequate for a reserve. The committee then discussed how the reserve would be funded. It was determined that the reserve would be funded with current savings and investments and any additional amount required to reach the goal of three (3) months of operating costs would be funded out of annual local match amounts. Horak moved that the MPO establish an Operating Reserve that would cover three (3) months of operating costs and to fund the reserve out of local match. The motion was seconded by Cochrane. The motion passed. The Finance Committee will recommend to Council that all member entities pay 100% of billed local match within 90 days of billing. The VanGo™ Reserve Policy was reviewed. This Reserve Policy consists of an Operating Reserve Policy and a Capital Reserve Policy. Horak moved that the Finance Committee recommend to Council that an Operating Reserve be established that would cover three (3) months of operating costs. Horak also moved that the Finance Committee recommend VanGo™ establish a Capital Reserve that equals 7% of net capital assets. Both motions passed. Both the VanGo™ Operating Reserve and Capital Reserve would be funded with current savings and investments of the program.

**Action items****Person responsible**

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Send reserve policies to the Council for review and discussion with a recommended goal of three (3) month of operating reserves for both the MPO and VanGo™ and a reserve equal to 7% of net assets for a Capital Reserve for VanGo™

Kevin Ross

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Time allotted | 8:00-8:30am | Agenda topic 2016 VanGo Fare Increase | Presenter Crystal Hedberg

4. Discussion: The Council has directed the VanGo program to cover operating costs. Based on information for the first six months of 2015, adjusted for change in payroll, approximately 93% of operating costs will be covered by operating fares without using funds available from the exchange with Fort Collins (previously available from RTD). In the past approximately 75% of RTD funds were for subsidizing operations. RTD continues to have this type of relationship with other vanpool programs. Attached is a worksheet showing different scenarios for the committee to review.

Based on the scenarios, it would require more than a 7% fare increase to cover 100% of costs.

If the reserve polices are approved as written, Vango will have approximately \$613,000 of excess reserves.

The program has seen a decline in ridership during 2015 (this is occurring across the country). Staff feels that this has occurred in large part to the low price of fuel. Due to the low price of fuel and the large amount of excess reserves, staff is recommending a 1% fare increase for 2016.

Conclusion: Since fuel costs are the largest variable cost the program has, the committee looked at some different scenarios based on increased fuel cost. The committee also looked at the amount of savings and investments the VanGo™ program currently maintains. After discussion, it was moved and seconded that the Finance Committee recommend to Council a 1% fare increase for 2016.

**Action items****Person responsible**

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Finance Committee recommends Council approve a 1% fare increase for the VanGo program for 2016

Kevin Ross

CONSENT ITEM: 2015 Congestion Management Process

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 3, 2015 Greeley	2015 Congestion Management Process **CONSENT**	Aaron Buckley
<b>Objective/Request Action</b>		
TAC requests Council adopt the 2015 Congestion Management Process (CMP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• MPO Staff drafted the 2015 CMP, an objectives driven, performance-based process to reduce regional transportation congestion working with TAC members.</li> <li>• The 2015 CMP must be approved prior to the 2040 Regional Transportation Plan (RTP)</li> <li>• All comments received on the 2015 CMP have been incorporated into the document.</li> </ul>		
<b>Committee Discussion</b>		
<p>The 2015 CMP was presented to the NFRMPO Planning Council at the August 6, 2015 meeting.</p> <p>At the August 19, 2015 meeting, TAC took action to recommend Council adopt the 2015 CMP. The motion passed unanimously.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• 2015 CMP adoption is required before 2040 RTP adoption.</li> <li>• FHWA requires annual CMP reporting on all congested Regionally Significant Corridors.</li> <li>• The previous CMP was adopted in 2010 prior to approval of the 2035 RTP.</li> <li>• The 2015 CMP Report is a new Congestion Management Process.</li> </ul> <p>The full 2015 CMP can be accessed here: <a href="http://nfrmpo.org/Projects/2015CMP.aspx">http://nfrmpo.org/Projects/2015CMP.aspx</a></p>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• The 2015 CMP fulfills the federal requirement for Urbanized Areas (UZA) over 200,000, or Transportation Management Areas (TMAs), to maintain a CMP.</li> <li>• The 2015 CMP provides the performance measures the NFRMPO will use when completing the CMP annual report to quantify regional congestion.</li> <li>• Congestion management reporting informs the RTP and TIP planning processes.</li> </ul>		
<b>Disadvantages</b>		
None Noted		
<b>Analysis/Recommendation</b>		
TAC requests Planning Council adopt the 2015 CMP.		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>• 2015 CMP Executive Summary</li> </ul>		



## 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 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

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 3, 2015 Greeley	2040 Regional Transportation Plan **CONSENT**	Becky Karasko
<b>Objective / Request Action</b>		
TAC is requesting Council adopt the 2040 Regional Transportation Plan (RTP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>MPO staff developed the 2040 RTP beginning in September 2014, scheduled for September 3, 2015 Council adoption.</li> <li>TAC began reviewing 2040 RTP chapters in April and completed their review in July.</li> <li>TAC requested two Work Sessions in addition to the regular May and June TAC meetings to review the chapters and to keep the 2040 RTP on schedule for September 3, 2015 Council adoption.</li> <li>At their August 19, 2015 meeting, TAC took action recommending Council adopt the 2040 RTP.</li> </ul>		
<b>Committee Discussion</b>		
<p>The MPO Executive Committee met on April 23, 2015 and requested TAC provide a recommendation for the 2040 RTP. Council's approval and adoption of the 2040 RTP is being requested.</p> <p>At the August 19, 2015 meeting, TAC took action to recommend Council adopt the 2040 RTP. The motion passed unanimously.</p>		
<b>Supporting Information</b>		
<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 can be accessed here: <a href="http://www.nfrmpo.org/Projects/2040RTP.aspx">http://www.nfrmpo.org/Projects/2040RTP.aspx</a>.</p>		
<b>Advantages</b>		
<p>Having an adopted 2040 RTP allows the region to move forward with projects awarded in the FY2016-2019 Call for Projects and for FHWA and FTA to authorize or obligate projects using federal funds. A recommendation from TAC provides a starting point for the region to implement the 2040 RTP.</p>		
<b>Disadvantages</b>		
<p>Not adopting the 2040 RTP would cause the NFRMPO to miss FHWA's October 24, 2015 deadline for the Conformity Determination on the FY2016-2019 TIP and 2040 RTP. If the October 24, 2015 deadline is missed, there will not be a TIP or RTP in effect for the NFRMPO. Not having an adopted 2040 RTP would prevent FHWA and FTA from authorizing or obligating any projects using federal funds. This would prevent the NFRMPO from obligating funding.</p>		
<b>Analysis /Recommendation</b>		
<p>TAC requests Planning Council adopt the 2040 RTP. Adoption allows the NFRMPO to meet FHWA's deadline for Conformity Determination.</p>		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>2040 RTP Executive Summary</li> </ul>		

# Executive Summary

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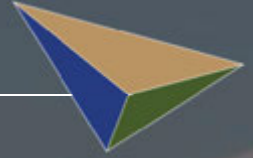


Image Credit: Town of Berthoud

## Executive Summary

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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 (NFRT&AQPC), 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 21<sup>st</sup> 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.



**RESOLUTION NO. 2015-12  
OF THE NORTH FRONT RANGE TRANSPORTATION  
& AIR QUALITY PLANNING COUNCIL  
ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN (RTP)**

**WHEREAS**, 49 CFR PART 613.100 and 23 CFR 450.322 require the development through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) for Metropolitan Planning Organizations (MPOs); and

**WHEREAS**, pursuant to the aforementioned legislation, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

**WHEREAS**, the Cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range also is within the Denver-North Front Range 8-hour ozone nonattainment area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for Carbon Monoxide; and

**WHEREAS**, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended, 1990, and the State Implementation Plan for air quality. The RTP shall be reviewed and updated at least every four years in air quality nonattainment and maintenance areas; and

**WHEREAS**, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

**WHEREAS**, the Planning Council approves the 2040 RTP and submits copies for informational purposes to the Governor;

**NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council** finds that the 2040 Regional Transportation Plan (RTP), per Resolution No. 2015-12, is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.322.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of September, 2015.

\_\_\_\_\_  
Sean Conway, Chair

ATTEST:

\_\_\_\_\_  
Terri Blackmore, Executive Director

ACTION ITEM: MPO Reserve Policy



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406

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#### **MPO Planning Council**

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Weld County  
Joan Shaffer- Vice Chair  
City of Loveland  
Mayor Pro-Tem Jan Dowker - Past Chair  
Town of Berthoud  
Kevin Ross  
Town of Eaton  
Mayor John Morris  
City of Evans  
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Town of Garden City  
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Troy Mellon  
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Town of Timnath  
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Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

#### **MPO Staff**

*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation  
Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager  
Mary Warring  
Mobility Coordinator*

To: NFRMPO Council  
From: Crystal Hedberg  
Date: September 3, 2015  
RE: MPO Reserve Policy

#### **Background**

A Draft Reserve Policy for the NFRMPO is attached for your review.

The NFRMPO receives the majority of its funds from grants that reimburse for expenditures incurred and paid. This means that the MPO must pay invoices before they are able to request reimbursement. The NFRMPO requests reimbursement on a monthly basis. Therefore reimbursements for any expenses paid during a month are not requested until the following month. Usually it is about a month later before we receive the reimbursement, however, the MPO just experience a three month delay between billing and reimbursement for our main source of funding.

The establishment and maintenance of reserves would enable the organization to manage cash flow interruptions and meet commitments. The NFRMPO Operating Reserve goal would be to achieve and maintain **three months** of operating costs. Based on the 2016 budget this would be \$422,456. The reserve could initially be funded with current savings and investment amounts less paid prepaid local match which amounts to \$214,871 as of June 30, 2015 (\$245,589+\$120,760-151,478). The remaining amount, \$207,585 would be funded by contributions from the local agencies.

#### **Action**

The Finance Committee recommends the NFRMPO Council review and accept the draft Operating Reserve Policy establishing an Operating Reserve that would maintain **three months** of operating costs.

The Finance Committee recommends the Operating Reserve be funded with current savings and investments initially and allocate any annual unused billed local match funds until the reserve is fully funded.



# North Front Range Transportation & Air Quality Planning Council Operating Reserve Policy

## 1. Philosophy

The establishment and maintenance of a Cash Operating Reserve will enable North Front Range Transportation & Air Quality Planning Council to support strategic business practices and to:

- Manage cash flow interruptions.
- Meet commitments, obligations or other contingencies.
- Generate investment income.

## 2. Policy

The purpose of the policy is to establish and maintain an Operating Reserve, at a level relative to the costs of operating and maintaining the organization in line with the current adopted budget.

## 3. Definitions

Operating Cost – Expenses for program services and administration

Operating Reserve – An amount consisting of liquid assets and investments. Liquid assets are those that may be converted to cash quickly and easily. It is not required that the Operating Reserves be physically segregated in a separate bank account although the Council may decide to do so.

## 4. Strategies and Procedures

Investment of the Operating Reserve assets will following the guidelines set forth in the North Front Range Transportation and Air Quality Planning Council's Investment Policy.

The Operating Reserve goal will be to achieve and maintain **three months** of operating Costs as defined in Section 3.

**5. Sources**

Assets for the Operating Reserve accounts will come from current savings and investments, and contributions by members of the North Front Range Transportation Council, using the same calculation used for local match.

**6. Uses**

The Executive Director may access Operating Reserve funds for payment of budgeted program or administrative expenses as long as sufficient grants receivable are available to repay such usage within six months' time. The Executive Director will notify the Finance Committee Chairman in writing, and usage will be acknowledged in writing by the Finance Committee Chair. E-mail shall be an acceptable form of notification and acknowledgement.

Any other use of operating reserve funds must be approved by a majority of the board.

**7. Maintenance**

The status of the Operating Reserve will be calculated each year during the budgeting process.

Operating Reserve Ratio Calculation

The calculation formula will be based upon amounts defined in Section 3 as follows;

$$\frac{\text{Operating Reserve Balance}}{\text{(Budgeted Annual Operating Costs) (1/12)}} = \text{No. of Months of Operating Reserves}$$

The Operating Reserve Ratio Calculation will be presented to the Finance Committee during their review of the budget. The Committee will consider the adequacy of the Operating Reserve amount and will recommend any changes deemed necessary.

**8. Dissolution of Agency**

In the event the North Front Range Transportation and Air Quality Council dissolves, the balance of the Operating Reserve after all expenses have been paid will be distributed to the members based on the percentage originally contributed.

**9. Policy Review**

This policy will be reviewed every three years by the Finance Committee or sooner if conditions warrant. Any changes thereto will be reviewed by the Executive Committee and approved by the Council.

**ACTION ITEM: VanGo Reserve Policies**



419 Canyon Avenue, Suite 300  
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City of Evans  
Mayor Pro-Tem Gerry Horak  
City of Fort Collins  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Jordan Jemiola  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Mayor John Vazquez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

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Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager  
Mary Warring  
Mobility Coordinator*

To: NFRMPO Council  
From: Crystal Hedberg  
Date: September 3, 2015  
RE: VanGo Reserve Policy

### **Background**

A Draft Reserve Policy for VanGo™ is attached for your review. The policy would establish both an operating reserve and a separate capital reserve.

The establishment and maintenance of reserves will enable VanGo™ to support strategic business practices and to:

- Manage cash flow interruptions,
- Meet commitments, obligations or other contingencies
- Generate investment income
- Insure timely acquisition and replacement of capital assets

The VanGo™ Operating Reserve goal would be to achieve and maintain **three months** of operating costs. Based on the approved FY 2016 budget, this would be \$556,952.

The VanGo™ Capital Reserve goal would be to establish and maintain a reserve equal to **seven percent (7%)** of net capital assets. Currently this would amount to \$80,123.

Both of these reserves would be established using current VanGo™ savings (\$490,953) and investments (\$759,624).

### **Action**

The Finance Committee recommends the NFRMPO Council review and adopt the draft VanGo™ Reserve Policy establishing an Operating Reserve that would maintain **three months** of operating costs and establishing a Capital Reserve that would equal **seven percent (7%)** of net capital assets.

The Finance Committee recommends that both reserves be funded with current savings and investments of the VanGo™ program.

# North Front Range Transportation & Air Quality Planning Council Operating Reserve Policy

## 1. Philosophy

The establishment and maintenance of a Cash Operating Reserve will enable North Front Range Transportation & Air Quality Planning Council to support strategic business practices and to:

- Manage cash flow interruptions.
- Meet commitments, obligations or other contingencies.
- Generate investment income.

## 2. Policy

The purpose of the policy is to establish and maintain an Operating Reserve, at a level relative to the costs of operating and maintaining the organization in line with the current adopted budget.

## 3. Definitions

Operating Cost – Expenses for program services and administration

Operating Reserve – An amount consisting of liquid assets and investments. Liquid assets are those that may be converted to cash quickly and easily. It is not required that the Operating Reserves be physically segregated in a separate bank account although the Council may decide to do so.

## 4. Strategies and Procedures

Investment of the Operating Reserve assets will following the guidelines set forth in the North Front Range Transportation and Air Quality Planning Council's Investment Policy.

The Operating Reserve goal will be to achieve and maintain **three months** of operating Costs as defined in Section 3.

**5. Sources**

Assets for the Operating Reserve accounts will come from current savings and investments, and contributions by members of the North Front Range Transportation Council, using the same calculation used for local match.

**6. Uses**

The Executive Director may access Operating Reserve funds for payment of budgeted program or administrative expenses as long as sufficient grants receivable are available to repay such usage within six months' time. The Executive Director will notify the Finance Committee Chairman in writing, and usage will be acknowledged in writing by the Finance Committee Chair. E-mail shall be an acceptable form of notification and acknowledgement.

Any other use of operating reserve funds must be approved by a majority of the board.

**7. Maintenance**

The status of the Operating Reserve will be calculated each year during the budgeting process.

Operating Reserve Ratio Calculation

The calculation formula will be based upon amounts defined in Section 3 as follows;

$$\frac{\text{Operating Reserve Balance}}{\text{(Budgeted Annual Operating Costs) (1/12)}} = \text{No. of Months of Operating Reserves}$$

The Operating Reserve Ratio Calculation will be presented to the Finance Committee during their review of the budget. The Committee will consider the adequacy of the Operating Reserve amount and will recommend any changes deemed necessary.

**8. Dissolution of Agency**

In the event the North Front Range Transportation and Air Quality Council dissolves, the balance of the Operating Reserve after all expenses have been paid will be distributed to the members based on the percentage originally contributed.

**9. Policy Review**

This policy will be reviewed every three years by the Finance Committee or sooner if conditions warrant. Any changes thereto will be reviewed by the Executive Committee and approved by the Council.

ACTION ITEM: FY2016-2019  
Transportation Improvement Plan

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 3, 2015 Greeley	FY2016-2019 Transportation Improvement Program	Josh Johnson
<b>Objective / Request Action</b>		
Approve the FY2016 – 2019 Transportation Improvement Program (TIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Council released the FY2016-2019 TIP for the required 30-day public comment period which began on Friday, August 7, 2015 and ends Saturday, September 5, 2015. To date, no public comment has been received.</li> <li>• The TIP includes a narrative covering amendment and delay policies and procedures (previously approved by Council), an Environmental Justice analysis, system-wide performance measures as required by MAP-21, and a fiscally constrained project listing for the TAP, STP-Metro, CMAQ, CDOT, and Transit funding programs.</li> <li>• An Environmental Justice map is also provided for readoption with the FY2016-2019 TIP.</li> <li>• The FY2016-2019 TIP must be readopted to be fiscally constrained under the 2040 Regional Transportation Plan (RTP)</li> </ul>		
<b>Committee Discussion</b>		
TAC discussed the FY2016-2019 TIP at their August 19, 2015 meeting and recommended Council adopt the FY2016-2019 TIP as provided, pending no negative public comment prior to September 5, 2015.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• Projects selected during the approved FY2016-2019 Call for Projects Process are included in the FY2016-2019 TIP for the TAP, STP-Metro, and CMAQ funding programs. CDOT requested one project be rolled forward under TAP, three projects be rolled forward under CMAQ, and four projects be rolled forward under STP-Metro.</li> <li>• NFRMPO added project selections made through CDOT's processes into the FY2016-2019 TIP (i.e. Bridge-On System and Bridge-Off System pools, Regional Priority Program (RPP) projects, FASTER Safety and Transit projects, and Regional TAP selections).</li> <li>• Transfort and GET project selections made through Federal Transit Administration (FTA) and CDOT processes will be amended into the FY2016-2019 TIP as the information becomes available.</li> <li>• The FY2016-2019 TIP was made available for public comment on the NFRMPO website on August 7, 2015. The public comment period will close on September 5, 2015.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• Approval of the FY2016-2019 TIP ensures federal compliance and the timely merger of projects into CDOT's STIP so budget processes can occur for FY2016.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>• None noted</li> </ul>		
<b>Analysis /Recommendation</b>		
<p>The Air Pollution Control Division of the Colorado Division of Public Health and Environment completed the modeling and the FY2016-2019 TIP passed Air Quality Conformity for both ozone and carbon monoxide. A public hearing was held on July 9, 2015 at the Planning Council meeting to take public comment on the Air Quality Conformity prior to this action. TAC recommends Planning Council adopt the FY2016-2019 TIP.</p>		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• FY2016-2019 TIP Performance Measures</li> </ul>	<ul style="list-style-type: none"> <li>• FY2016–2019 TIP Tables and EJ Map</li> </ul>	

Rev. 9/17/2014



## MEASURING SYSTEM PERFORMANCE

The objective of the performance and outcome - based program under MAP-21 legislation is for planning agencies to invest resources in projects that collectively make progress toward the achievement of 7 specific national goal areas<sup>2</sup>, shown in **Table 3**.

**Table 3: MAP-21 National Performance Goals**

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

NFRMPO staff developed goals, objectives, performance measures, and targets (GOPMT) in coordination with the TAC to monitor the performance of projects included in the TIP. The GOPMT was adopted by the MPO Council on September 4, 2014.

Each goal, objective, and performance measure directly relates to one or more of the 7 national goal areas. Each performance measure is associated with a target in order to monitor system performance. The types of data collected for each project relate to the target of the applicable performance measure. During the 2014 Call for Projects, each project application requested identification of applicable performance measure(s). Table 4 shows TIP projects associated with performance measures and goals.

<sup>2</sup> §1203; 23 USC 150(b)

**Table 4: NFRMPO Project Performance Measures and Goals**

<b>NFRMPO Performance Measure: Air Quality Conformity Tests on Plans and Programs</b>			
<b>National Goal Areas: Environmental Sustainability, Reduced Project Delivery Delays</b>			
<b>Target: Passes Conformity</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-002	Greeley Comprehensive Traffic Signal Timing	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2016-007	Larimer County CNG Vehicle Replacement	Larimer County	CMAQ
2017-002	Loveland CNG Vehicle Replacement	Loveland	CMAQ
2016-006	Weld County CNG Vehicles & Expansion	Weld County	CMAQ
<b>NFRMPO Performance Measure: Number of Facility Samples with Poor Surface Condition</b>			
<b>National Goal Areas: Infrastructure Condition, Freight Movement and Economic Vitality</b>			
<b>Target: Reduce by 1%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2017-005	Collins Street Resurfacing	Eaton	STP-Metro
2016-009	65 <sup>th</sup> Ave Widening	Evans	STP-Metro
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2016-008	I-25 Truck Climbing Lane	CDOT R4	STP-Metro
<b>NFRMPO Performance Measure: Five-Year Rolling Average of Injury and Fatal Crashes</b>			
<b>National Goal Areas: Safety, System Reliability</b>			
<b>Target: No Increase in Crashes</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
<b>NFRMPO Performance Measure: Regionally Significant Congested Corridors with a Travel Time Index of 2.5 Times or Less Than Free Flow</b>			
<b>National Goal Areas: Congestion Reduction, System Reliability, Freight Movement and Economic Vitality</b>			
<b>Target: Maintain At Least 85%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2016-008	I-25 Truck Climbing Lane	CDOT R4	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-002	Greeley Comprehensive Traffic Signal Timing	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ

<b>NFRMPO Performance Measure: Non-Motorized Facilities Per Capita</b>			
<b>National Goal Areas: System Reliability, Infrastructure Condition, Congestion Reduction</b>			
<b>Target: Increase by At Least 2%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2016-009	65 <sup>th</sup> Ave Widening	Evans	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2016-001	Colorado Front Range Trail	Larimer County	TAP
2017-001	Great Western Trail	Windsor	TAP
<b>NFRMPO Performance Measure: Fixed-Route Revenue Hours Per Capita Within Service Areas</b>			
<b>National Goal Area: System Reliability</b>			
<b>Target: Maintain 75%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
<b>NFRMPO Performance Measure: Transit Service Vehicles Within Useful Life Parameters Established by FTA</b>			
<b>National Goal Areas: System Reliability, Reduced Project Delivery Delays</b>			
<b>Target: Passes Conformity</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
<b>NFRMPO Performance Measure: Fixed-Route Ridership Per Capita Within Service Areas</b>			
<b>National Goal Areas: System Reliability, Congestion Reduction</b>			
<b>Target: Increase by 10%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ

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

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

Dollars in Thousands

**HIGHWAYS**

**BRIDGE - ON STATE SYSTEM**

SR46598		<b>Region 4 Bridge - On System Pool</b> <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	Bridge	Federal State <b>Total</b>	CBP CBP	0 0 <b>0</b>	1,421 280 <b>1,701</b>	1,510 315 <b>1,825</b>	0 0 <b>0</b>	<b>2,931</b> <b>595</b> <b>3,526</b>
For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>											
SR465218.173	2017-006	SH14C; Ft Collins East MP 135.7 - 139.5	CDOT Region 4	Bridge Reconstruct	Federal State <b>Total</b>	CBP CBP	0 0 <b>0</b>	1,234 256 <b>1,490</b>	0 0 <b>0</b>	0 0 <b>0</b>	<b>1,234</b> <b>256</b> <b>1,490</b>
	2017-007	SH60; I-25 - Milliken MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal State <b>Total</b>	CBP CBP	0 0 <b>0</b>	50 11 <b>61</b>	0 0 <b>0</b>	0 0 <b>0</b>	<b>50</b> <b>11</b> <b>61</b>
SR46598.036	NF 1099	NFR Asset Mgmt Bridge Maintenance MP 6-14	CDOT Region 4	Bridge Reconstruct	Federal State <b>Total</b>	CBP CBP	0 0 <b>0</b>	0 0 <b>0</b>	1,510 315 <b>1,825</b>	0 0 <b>0</b>	<b>1,510</b> <b>315</b> <b>1,825</b>
	2017-012	GWRR Bridge Repairs over I-25 S/O US34	CDOT Region 4	Bridge Reconstruct	Federal State <b>Total</b>	CBP CBP	0 0 <b>0</b>	137 13 <b>150</b>	0 0 <b>0</b>	0 0 <b>0</b>	<b>137</b> <b>13</b> <b>150</b>

**BRIDGE - OFF STATE SYSTEM**

SR46601		<b>Region 4 Bridge - Off System Pool</b> <i>Funding amounts allocated for the North Front Range Region</i>	Various	Bridge	Federal Local <b>Total</b>	BRO L	968 242 <b>1,210</b>	0 0 <b>0</b>	1,756 439 <b>2,195</b>	0 0 <b>0</b>	<b>2,724</b> <b>681</b> <b>3,405</b>
For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>											
Projects: Big Thomp. River at CR19E (LR19E-0.5-20) West Mutual Ditch/CR44 (WEL044-0-033.0A) Spring Ck at Riverside (FCRVSD-E-S.2PRST) Larimer County Canal (LR3-0.5-50)											
<b>Roll Forward from 2012-2017 TIP</b>											

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	
<b>STRATEGIC</b>												
SSP4028 See Region Pools Section *Also see STIP Metro Projects 2016-008 and 2017-003 For the most current corridor funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		N. I-25 Corridor (Denver to Fort Collins) Construction <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	Highway Added Capacity Modify & reconstruct	Federal State State <b>Total</b>	Regional Priority RAMP FASTER Safety	1,090 28,000 5,000 <b>34,090</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	0 0 0 <b>0</b>	1,090 28,000 5,000 <b>34,090</b>

**FASTER (North Front Range Listings of State Highway Locations)**

SR466006 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 FASTER Safety Pool <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	FASTER Safety	State <b>Total</b>	FAS	13,803 <b>13,803</b>	13,930 <b>13,930</b>	14,043 <b>14,043</b>	14,139 <b>14,139</b>	0 <b>0</b>	55,915 <b>55,915</b>
SR46606.059	2017-008	US885 & SH392	CDOT Region 4	Intersection Improvement	State Total	FAS	0 0	2,500 2,500	0 0	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	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	0 0	1,000 1,000	1,000 1,000
SR46598 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 State Bridge Enterprise Pool <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	FASTER Bridge	State <b>Total</b>							
SR46605.40 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 FASTER Safety Signal Pool <i>Funding amounts allocated for the North Front Range Region</i>	CDOT	FASTER Safety Signal	State Total							

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

**CONGESTION RELIEF**

SR46603	Region 4 Congestion Relief Pool	<i>Funding amounts allocated for the North Front Range Region</i>	CDOT		Federal State Total						
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**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
<b>SURFACE TREATMENT</b>											
<b>SR45218.112</b>		<b>Region 4 Surface Treatment</b> <i>Funding amounts allocated for the North Front Range Region</i> For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>	CDOT	Surface Treatment	Federal State <b>Total</b>	STA	58,338	58,320	61,098	0	<b>177,756</b>
							<b>58,338</b>	<b>58,320</b>	<b>61,098</b>	<b>0</b>	<b>177,756</b>
SR45218.125	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
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				
SR45218.107	NF1015	US287: SH1 to LaPorte Bypass (FCollins)4-20 MP342.03 - 346.87	CDOT Region 4		Federal State Total	STA SHF	828 172 1,000				

Roll Forward from 2012-2017 TIP

Roll Forward from 2012-2017 TIP

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

Project Programmed / budgeted in 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
<b>CDOT REGION 4 TRANSPORTATION ALTERNATIVES PROGRAM</b>											
SR47020		<b>Region 4 TAP</b> <i>Funding amounts allocated for the North Front Range Region</i> <small>For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a></small>	CDOT Region 4	Transportation Alternatives	Federal Local <b>Total</b>	STE	2,038 753 <b>2,791</b>	1,200 432 <b>1,632</b>	0 0 <b>0</b>	0 0 <b>0</b>	3,238 1,185 <b>4,423</b>
SR47020.005	2016-015	<b>Long View Corridor Trail Ft Collins &amp; Loveland</b> Along LCR 17 Fossil Cr Drive to Loveland Rec Trail	Larimer County	Bike/Ped Facility	Federal Local Local Overmatch Total	STE	1,000 350 1,850 3,200	0 0 0 0	0 0 0 0	0 0 0 0	1,000 350 1,850 3,200
SR47020.016	2016-016	<b>Sheep Draw Trail 2015 Greeley</b> Along Sheep Draw from 71st Ave West and south to 20th St	Greeley	Bike/Ped Facility	Federal Local Total	STE	219 199 418	200 182 382	0 0 0	0 0 0	419 381 800
SR47020.006	2016-017	<b>Pitkin St Low Stress Bicycle Corridor</b> Cleanview, Springfield, & Pitkin St from Overland Park to Riverside Ave	Fort Collins	Bike/Ped Facility	Federal Local Total	STE	593 148 741	0 0 0	0 0 0	0 0 0	593 148 741
SR47020.017	2017-013	<b>Berthoud CR17 Bike Lanes</b> LCR 17 between LCR 16 & US287	Berthoud	Bike/Ped Facility	Federal Local Total	STE	0 0 0	1,000 250 1,250	0 0 0	0 0 0	1,000 250 1,250
SR47020.019	2016-018	<b>Secure Bicycle Parking</b> 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 Local Total	STE	226 56 282	0 0 0	0 0 0	0 0 0	226 56 282
SNF5094.035	NF1062	<b>SH60 Milliken-Johnstown Trail</b>	Milliken Johnstown	Bike/Ped Facility	Federal Local Total	TAP	94 75 169				

Roll Forward from  
2012-2017 TIP



To Be Adopted by NFRM&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		Dollars in Thousands								
North Front Range Pool		Project's funds have been rolled forward										
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	

#### TRANSPORTATION ENHANCEMENTS

SNF5094	NF 1062	SH60 Milliken - Johnstown Trail	Miliken Johnstown	Bike/Ped Facility	Federal Local	ENF	206 51	0	0	0	0	206 51
Transportation Enhancements <i>Funding amounts allocated for the North Front Range Region</i> For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>												
							<b>257</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>

Roll Forward from 2012-2017 TIP

#### NFR TRANSPORTATION ALTERNATIVES PROGRAM

SNF5095	NFR Not Assigned TAP											
TNF Federal 0 Local 0 Total 0												
TNF Federal 456 Local 114 Total 570												
TNF Federal 0 Local 63 Total 63												
TAP Local 64 Local Overmatch 540 Total 853												
							<b>456</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>456</b>
							<b>114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>
							<b>570</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570</b>
							<b>0</b>	<b>50</b>	<b>250</b>	<b>63</b>	<b>313</b>	<b>550</b>
							<b>0</b>	<b>13</b>	<b>63</b>	<b>63</b>	<b>313</b>	<b>138</b>
							<b>0</b>	<b>63</b>	<b>313</b>	<b>313</b>	<b>313</b>	<b>688</b>

Roll Forward from 2012-2017 TIP

Transportation Alternatives programmed in NFRMPO												
							<b>456</b>	<b>50</b>	<b>250</b>	<b>63</b>	<b>313</b>	<b>1,006</b>
							<b>114</b>	<b>13</b>	<b>63</b>	<b>63</b>	<b>313</b>	<b>252</b>
							<b>570</b>	<b>63</b>	<b>313</b>	<b>313</b>	<b>313</b>	<b>1,258</b>

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
- North Front Range Pool

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

To Be Adopted by NFRMPO 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		Dollars in Thousands								
North Front Range Pool		Project's funds have been rolled forward										
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	
<b>CONGESTION MITIGATION &amp; AIR QUALITY (CMAQ) Continued</b>												
<i>Roll Forward from 2012-2017 TIP</i>												
	NF1103	US 287 & US 34 VMS Signs	Loveland	Multi-Modal Traveler Information	Federal Local Total	AQC	497 103 600					
	SNF5788.035	US 34 (10th St): 35th to 23rd	Greeley	Access Modify & Construct	Federal Local Total	AQC	1,000 208 1,208					
<i>Roll Forward from 2012-2017 TIP</i>												
<b>Congestion Mitigation &amp; Air Quality Improvements programmed in NFRMPO</b>												
Summary excludes Roll Forwards												
					Federal Local Total	AQC	4,653 850 5,503	3,046 633 3,679	3,047 633 3,680	3,046 633 3,679	13,792 2,750 16,542	
<b>STP-METRO</b>												
	SNF5788	NFR Not Assigned STP-Metro	NFRMPO	Planning	Federal Local Total	STU	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
New	2016-008	I-25 Truck Climbing Lane *Also see Strategic N. I-25 Corridor (Denver to Fort Collins)	CDOT R4		Federal Local Total	STU	3,000 3,000 0	0 0 0	0 0 0	0 0 0	3,000 3,000 0	
New	2017-003	I-25 / Crossroads *Also see Strategic N. I-25 Corridor (Denver to Fort Collins)	CDOT R4		Federal Local Total	STU	0 0 0	1,000 1,000 0	1,000 1,000 0	1,000 1,000 0	2,000 2,000 0	
	SNF5788.039	Horsetooth and College Intersection Improvements	Fort Collins		Federal Local Total	STU	0 0 0	1,253 260 1,513	1,115 232 1,347	1,115 232 1,347	2,368 492 2,860	
	SNF5788.040	US 34 Widening	Loveland		Federal Local Total	STU	0 0 0	0 0 0	647 134 781	462 96 558	1,109 231 1,340	
New	2018-003	LCR 17 Expansion	Larimer County Berthoud		Federal Local Total	STU	0 0 0	0 0 0	532 111 643	1,334 277 1,611	1,866 388 2,254	

To Be Adopted by NFRM&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**

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
Dollars in Thousands												
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Project Programmed / budgeted in pool</div> <div style="border: 1px solid black; padding: 2px;">Project's funds have been rolled forward</div>												
<b>STP-METRO Continued</b>												
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley			Federal Local Total	STU	0 0 0	0 0 0	0 0 0	1,498 311 1,809	1,498 311 1,809
SNF5788.041	2016-009	65th Ave Widening	Evans			Federal Local Total	STU	1,101 229 1,330	293 61 354	0 0 0	0 0 0	1,394 290 1,684
SNF5788.043	2017-005	Collins Street Resurfacing	Eaton			Federal Local Total	STU L	0 0 0	104 22 126	0 0 0	0 0 0	104 22 126
SNF5788.031	NF1006	US 85 Access Cntrl at 31st Street	Evans	Modify Intersection		Federal Local Local Overmatch Total	STU L LO	103 22 125	644 133 845			
SNF5788.038	NF1104	65th Ave. US34 Bypass - 34th St Rd (Greeley)	Greeley			Federal Local Total	STU L	435 91 526				
SNF5788.037	NF1089	35th Ave. Prairie View to 37th St	Evans			Federal Local Local Overmatch Total	STU L LO	1,115 232 93 1,440				
SNF5788.036	NF1088	Loveland Traffic Operations Center	Loveland			Federal Local Total	STU	205 43 248				
<b>Surface Transportation Program-Metro programmed in NFRMPO</b>								4,101	2,650	3,294	3,294	13,339
Summary excludes Roll Forwards								229	343	477	685	1,733
Local Overmatch								0	0	0	0	0
<b>Total</b>								<b>4,330</b>	<b>2,993</b>	<b>3,771</b>	<b>3,979</b>	<b>15,072</b>

To Be Adopted by NFR&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		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
North Front Range Pool		Project's funds have been rolled forward									

**SAFETY**

SR46667 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 Hot Spots <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State Total						
SR46668 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 Traffic Signals <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State Total						
SR46669 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 Safety Enhancement <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State Total						
SR46813 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 Maintenance (Traffic Operations) <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State Total						
SR46666 See Region Pools Section For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		Region 4 Hazard Elimination Pool <i>Funding amounts allocated for the North Front Range Region</i>		Safety	Federal State Total		0	0	0	0	0
SR4666.053	NF1084	<b>US287, Orchards Shopping Center (Loveland)</b> MP 335.35	CDOT Region 4	Safety	Federal State Total	SHO SHF	270 30				
SR4666.052	NF1083	<b>Shields St- Drake Rd to Davidson</b>	CDOT Region 4	Safety	Federal State Total	SHO SHF	887 99				

Roll Forward from 2012-2017 TIP

Roll Forward from 2012-2017 TIP

**RAILROAD AT-GRADE**

SR47000. For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>		CDOT Region 4 Railroad Crossing Pool		Safety							
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**GRANTS: SAFE ROUTES TO SCHOOLS**

SR47001.022	NF113	<b>Garfield ES Sidewalk Improvements</b>	Loveland	Sidewalks & ADA Ramps Note: Eligible for 100% Fed	Federal Total	GRNT	113 113				
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Roll Forward from 2012-2017 TIP

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**

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
		Statewide or Region Four Pool									
		North Front Range Pool									

Project Programmed / budgeted in pool

Project's funds have been rolled forward

Dollars in Thousands

**TRANSIT**

**STRATEGIC TRANSIT PROJECTS**

NFRMPO Strategic Transit Projects											
					State Local Total	Strategic Transit					

**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					
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**TRANSIT 5311: Rural & Small Urban Areas (Non-Urbanized areas)**

SST6729		Transit USC 5311 Pool			Federal	FTA5311					
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**TRANSIT 5339 - Bus and Bus Facilities Program**

To Be Adopted by NFRM&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**

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

Dollars in Thousands

**FASTER Transit**

SR47005		CDOT Region 4 FASTER Transit Pool			State	TRG					
New Entry	2016-019	<b>FLEX Operating</b>	Fort Collins		State	FAS	200	0	0	0	200
					Local		200	0	0	0	200
					Total		400	0	0	0	400
SS17035		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	0	0	0	7,834
					Local		7,834	0	0	0	7,834
					Total		15,668	0	0	0	15,668
SR45001.011	NF1094	Loveland RWIS Update/Expansion (4-36)	Loveland	Roadway Weather Information Update	Federal Local Total	IRP L	304	76			380
					Federal		304				304
					Local		76				76
					Total		380				380

Roll Forward from 2012-2017 TIP

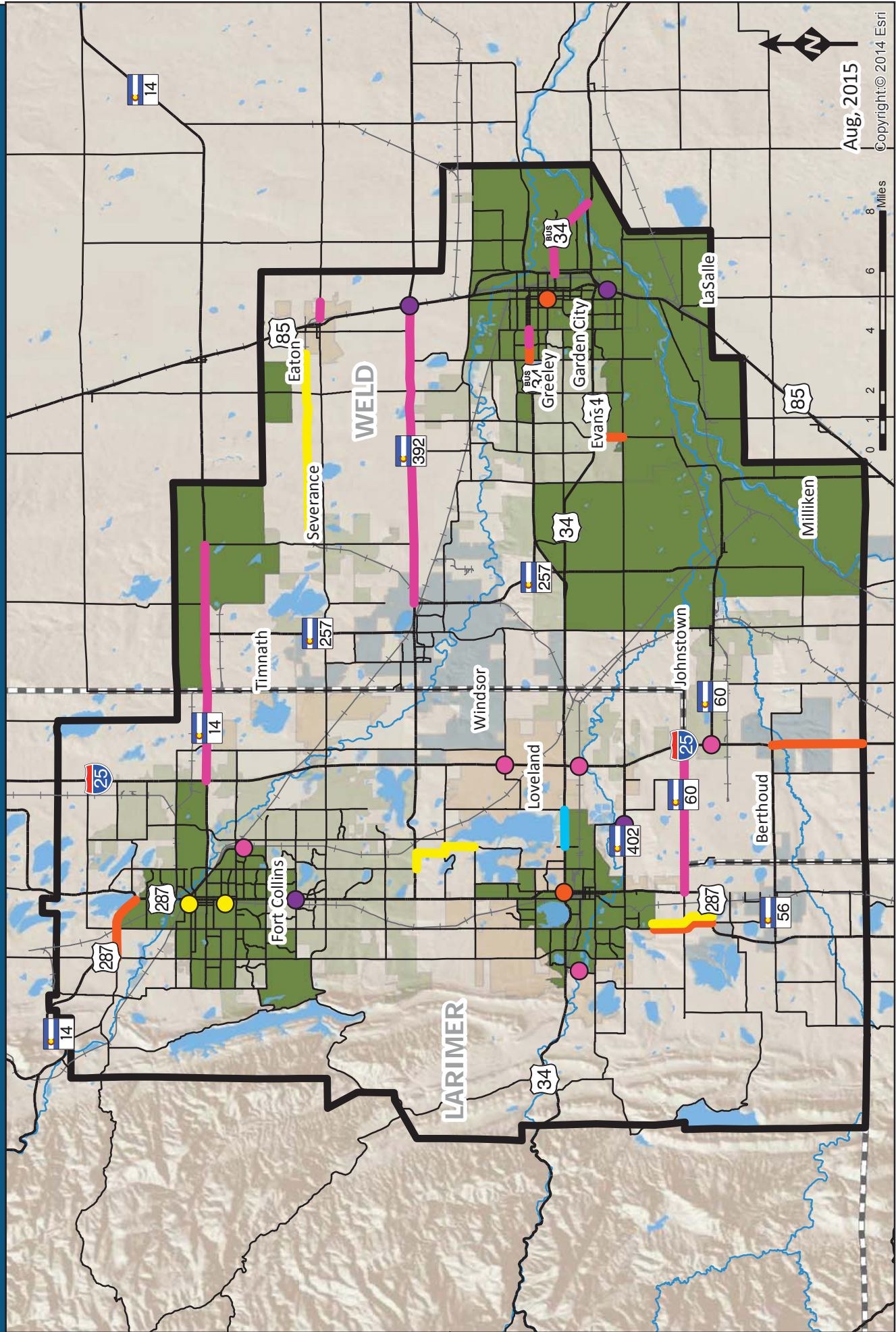
**Emergency Relief / TCC Contingency**

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

**ROLL FORWARDS (shown Program-by-Program above)**

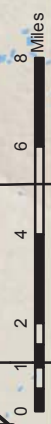
Dollar figures flagged above as "Roll Forwards" (see light blue borders) address the need for rebudgeting created by the ERP system at CDOT when doing phase balance transfers within projects whose federal funds had been programmed in previous years. The NFRMPO understands that the dollars shown as Roll 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



Aug, 2015

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





**RESOLUTION NO. 2015-13  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY  
PLANNING COUNCIL ADOPTING THE FY2016-2019 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)**

**WHEREAS**, 49 CFR PART 613.100 and 23 CFR 450.324 require the development of a fiscally constrained Transportation Improvement Program (TIP) through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process for Metropolitan Planning Organizations (MPO’s); and

**WHEREAS**, pursuant to the aforementioned legislation, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process, and for developing and amending the TIP; and

**WHEREAS**, the Cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range also is within the Denver-North Front Range 8-hour ozone nonattainment area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for Carbon Monoxide; and

**WHEREAS**, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended, 1990, and the State Implementation Plan for air quality; and

**WHEREAS**, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

**WHEREAS**, the air quality conformity determinations conducted on the MPO’s FY 2016-2019 TIP using the EPA’s approved MOVES 2014 emissions model were within the federally approved emissions budgets; and

**WHEREAS**, the Planning Council approves the TIP and submits copies for inclusion into the State Transportation Improvement Program and approval by the Governor;

**NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council** finds that the FY2016-2019 Transportation Improvement Program (TIP), per Resolution No. 2015-13, is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.324 .

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of September, 2015.

\_\_\_\_\_  
Sean Conway, Chair

ATTEST:

\_\_\_\_\_  
Terri Blackmore, Executive Director

**DISCUSSION ITEM: Public Involvement Plan**

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 3, 2015 Greeley	2015 Public Involvement Plan	Alex Gordon
<b>Objective / Request Action</b>		
TAC requests Planning Council review the 2015 Public Involvement Plan (PIP). Planning Council will need to release the draft document for a required 45 day public comment period. This plan will be approved in November.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• 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.</li> <li>• The 2015 PIP update includes:             <ul style="list-style-type: none"> <li>○ A method to evaluate previous outreach efforts to ensure new and existing strategies are working;</li> <li>○ Defined Goals, Outcomes, and Public Expectations for the NFRMPO's outreach efforts;</li> <li>○ Strategies to reach Low English Proficiency and Environmental Justice populations; and</li> <li>○ Updated laws, statutes, and other requirements for ensuring public involvement in the planning process.</li> </ul> </li> </ul>		
<b>Committee Discussion</b>		
This is the first time Planning Council has seen the 2015 PIP. TAC discussed the 2015 PIP at their August 19, 2015 meeting. Council's discussion of and feedback on the 2015 PIP is being requested.		
<b>Supporting Information</b>		
<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 PIP document can be accessed here:  <a href="http://www.nfrmpo.org/Projects/PublicInvolvementPlan.aspx">http://www.nfrmpo.org/Projects/PublicInvolvementPlan.aspx</a></p>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• The 2015 PIP fulfills the federal requirement for the NFRMPO to produce a Public Involvement Plan.</li> <li>• The 2015 PIP is a collection of current and future techniques for the NFRMPO to use during plan development and outreach processes.</li> </ul>		
<b>Disadvantages</b>		
None noted.		
<b>Analysis /Recommendation</b>		
Staff requests Planning Council review the 2015 PIP update and provide comments.		
<b>Attachment</b>		
None.		