

## December 2015 Director's Report Addendum

### Fix N I-25 Resolution

- **Local communities are approving resolutions supporting increased funding for transportation backing the six principles identified by the I-25 Coalition.**
- **A copy of the resolution is provided for Planning Council consideration.**
- **This item could be added to the January agenda.**

### Transportation Reauthorization - Summary

- The FAST (Fixing America's Surface Transportation) Act was reported out of the Conference Committee
- Five year bill funded through General Fund transfers in addition to HUTF
- A summary
- Still needs to pass both Senate and House
- May require an additional Continuing Resolution to allow time for passage

#### **Highways**

- Includes National Highway Freight Program and a Nationally Significant Freight and Highway Projects program
- Rolls TAP funding into STP Block grant program
- Promotes the deployment of transportation technology by encouraging installation of vehicle to infrastructure equipment for reduced congestion and improved safety

#### **Transit**

- Increases dedicated Transit Funding by 89% over 5 years
- Restored the competitive grant program to address bus and bus facility needs
- Reforms public transportation procurement to make federal investment more competitive
- Provides flexibility for recipients allowing the use of federal funds to meet transit state of good repair needs

#### **Highway & Motor Vehicle Safety**

- Increases % of National Priority Safety Programs states can spend on traditional safety programs
- Encourages states to increase safety awareness of commercial motor vehicles
- Increases funding for Highway-railway grade crossings
- Requires a feasibility study for marijuana impairment

#### **Railroads**

- Provides competitive opportunities for the enhancement and restoration of rail service

### Elected Official Webinar on Personal Liability

- Wednesday December 16, 2015 at 9:30 am (60 minutes)
- Presented by Tami Tanoue, CIRSA General Counsel/Deputy Executive Director
- Provides information on liabilities and immunities for actions taken as an elected official and suggestions to limit liability
- Opportunity to ask questions at end of webinar
- Use this link to register - <http://bit.ly/21vxUwj>

### Regional Issues Summit

- As noted at the November 5, Planning Council meeting, the NFRMPO will have two booths and a table for the event.

- Any council member wishing to attend the event as part of the MPO table should RSVP to Renae Steffen [rsteffen@nfrmpo.org](mailto:rsteffen@nfrmpo.org) no later than noon December 4.
- The event is being held at the Embassy Suites from 7:30 to Noon and includes breakfast.

#### Funding Brochure

- The Transportation Team is updating the Funding Brochure to include additional funding options. The updated brochure is available on the NFRMPO website at <http://bit.ly/1XkiV5t>.
- ***Presentation on the Funding Options at the Regional Issues Summit on December 11***

#### VanGo™

- VanGo released an RFP on October 5 and it closed on October 26 anticipating the FASTER contract being in place.
- CDOT is expediting the contract return to the VanGo program and it is expected by December 10, 2015 allowing the purchase of vehicles using the bids received.
- A new VanGo brochure has been created in house and will be available for the December 11 Regional Issues Summit.
- Effective November 16, the VanGo™ maintenance that has been done at Transfort will move to Wood Street Garage.
- The MPO is exploring the possibility of having some VanGo™ maintenance completed by the City of Loveland.

#### Plans kicked off for update or development

- The Transportation Team has initiated the development of the Freight Northern Colorado Plan and the Non-motorized Plan which will update the bike portion and add pedestrian facilities
- ***Non-motorized plan expected for adoption in September 2016***
- ***Northern Colorado Freight Plan will extend to FY 2017 to provide additional time for TAC and stakeholder review and to align with State Freight Plan completion***

#### NEW NFRMPO Documents

- To assist with public outreach, staff has designed and printed the following documents:
  - ***NFRMPO and VanGo™ Brochures***
  - Annual Report
  - Mobility Postcards
- Any Planning Council member who would like extra copies of any of the documents should contact me at [tblackmore@nfrmpo.org](mailto:tblackmore@nfrmpo.org)

#### Annual Listing of Federally Obligated Projects

- Will be posted on the NFRMPO website and available in the NFRMPO offices no later than December 15

#### Mobility Committees

- The Larimer and Weld County Mobility Committees have both been surveyed to ensure the Committees are meeting the needs of the communities.

# 2015

ANNUAL REPORT



**NFRMPO**

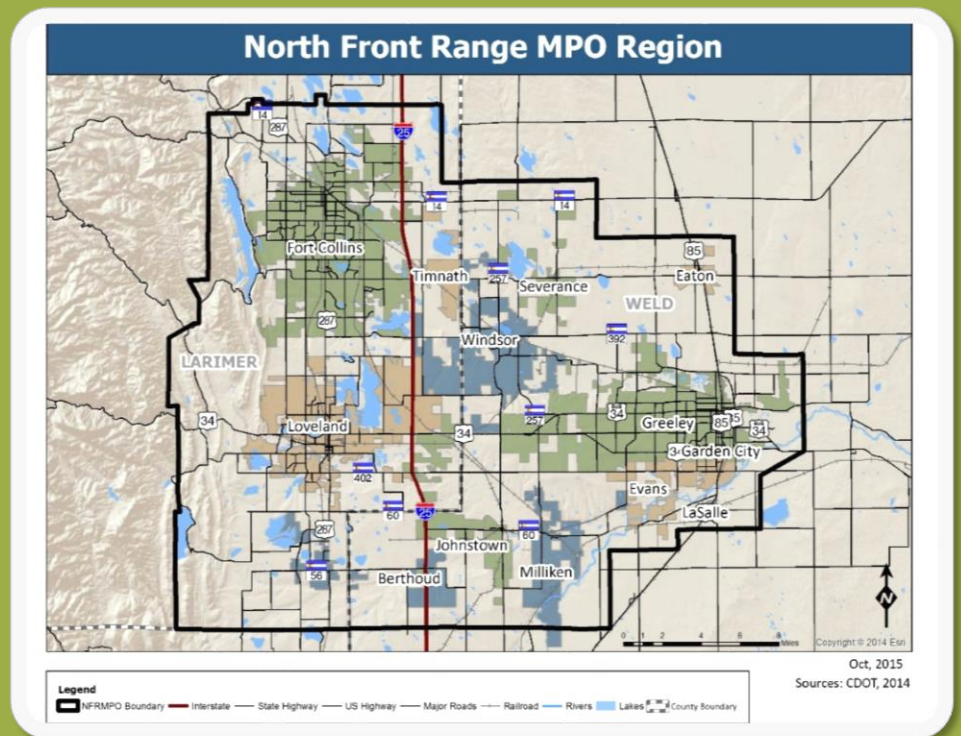
**NORTH  
FRONT RANGE  
METROPOLITAN  
PLANNING  
ORGANIZATION**

# ABOUT THE NFRMPO

The North Front Range Metropolitan Planning Organization (NFRMPO) is a federally-designated transportation planning organization and state-designated air quality planning agency. Federal transportation funding to a region's governments requires the organization of an MPO whenever an urbanized area (UZA) reaches a population of 50,000 residents or more. There are two urbanized areas in the North Front Range: Fort Collins/Loveland/Berthoud and Greeley/Evans/Garden City/LaSalle.

The NFRMPO is comprised of 15 member governments including Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, Larimer County, and Weld County.

The NFRMPO's objective is to provide the information, tools, and public input needed for improving the regional transportation system's performance in the North Front Range. The NFRMPO engages in cooperative decision-making through working relationships and financial partnerships with and among the member governments, the Colorado Transportation Commission, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD).



## NFRMPO Planning Council Members

Commissioner Sean Conway, Weld County – *Chair*

Joan Shaffer, City of Loveland – *Vice Chair*

Mayor Pro-Tem Jan Dowker, Town of Berthoud – *Past Chair*

Mayor Don Brookshire, Town of Severance

Paula Cochran, Town of LaSalle

Commissioner Tom Donnelly, Larimer County

Jordan Jemiola, Town of Milliken

Troy Mellon, Town of Johnstown

Mayor John Morris, City of Evans

Mayor Tom Norton, City of Greeley

Kevin Ross, Town of Eaton

Paul Steinway, Town of Timnath

Mayor John Vasquez, Town of Windsor

Town of Garden City

Chris Colclasure, CDPHE

Kathy Gilliland, Transportation Commission

# FROM THE CHAIR OF THE PLANNING COUNCIL



*Sean Conway*  
2015 Planning Council Chair

## **To the North Front Range Planning Area communities and residents:**

The NFRMPO staff, Transportation Advisory Committee (TAC) and the Planning Council had a very productive year. During 2015, the MPO completed, with assistance from the TAC, input from the public and stakeholders, and guidance and approval of the Planning Council, the following documents to meet federal requirements:

- 2040 Regional Transportation Plan
- FY 2016-2019 Transportation Improvement Plan
- 2040 Regional Transit Element and recommendation
- 2015 Congestion Management Process
- 2015 Public Involvement Plan
- Two (2) Air Quality Conformities.

These accomplishments are the requirements that continue the North Front Range communities' eligibility to spend federal funding. These approved documents are explained more fully in this Annual Report and are available on the NFRMPO website at <http://www.nfrmopo.org/Home.aspx>.

In addition, the NFRMPO's Online Transit Guide allowing residents and workers in the North Front Range region to find a ride if one exists, was developed in collaboration with the Denver Regional Mobility & Access Council. The Mobility Councils, with support from the NFRMPO, continue to implement the 2013 NFRMPO Coordinated Public Transit/Human Services Transportation Plan.

The VanGo™ Vanpool Program continued to move toward self-sufficiency while providing safe, reliable and economical transportation for commuters within the North Front Range. In 2015, the VanGo™ program appears to have excess revenues because the local, State, and FTA revenues often collect in a single year. VanGo™ has investigated providing vanpool service to Estes Park during the US-34 construction up the canyon and service to Cheyenne, Wyoming through coordination efforts with the Cheyenne MPO.

To support and foster regional cooperation, the local communities host the Planning Council meetings and dinners. These events benefit the communities greatly because they are able to hear about and view the advancement and growth in other communities.

For the third year in a row, the administration cost for the NFRMPO has declined as the focus has moved toward supporting the local communities and transportation planning. The NFRMPO has also supported the following transportation coalitions – US-85, I-25, US-287 and US-34; leading to increased cooperation and regionalism. As part of its annual work, the NFRMPO received and incorporated more than 600 comments from the public and stakeholders.

It has been my honor and pleasure to serve as the NFRMPO Planning Council chair during 2015 and I thank you for that opportunity.

***Sean Conway***  
2015 NFRMPO Council Chair

# NORTH FRONT RANGE AT A GLANCE

## DEMOGRAPHICS

**475,831**  
population\*

\*2014 DOLA estimates

**34.5**

median age



**\$951** monthly



Median gross rent\*

\*2013 data, citydata.com

**\$277,847**



Median home sales price\*

\*trulia.com market overviews, July 2015 - October 2015

**40,400**

acres of parks and open space



**237**



Mostly Sunny days per year

## TRANSPORTATION



**664** miles of bicycle facilities



**78%** of residents drive alone to work every day

**13%** carpool or take public transit

**4%** walk or bike

### Top employment sectors



Health Care



Manufacturing



Education



Retail Trade

**6** Colleges & Universities

**61**

Breweries, cideries, wineries, and distilleries

## INDUSTRY

### Largest Employers



University of Colorado Health

**5,740 employees**  
Larimer County



JBS Swift & Company

**4,200 employees**  
Weld County



Banner Health: NCMC

**3,450 employees**  
Weld County

# TRANSPORTATION PLANNING ACCOMPLISHMENTS

*The Transportation Planning team at the NFRMPO saw the completion of many major plans and programs in 2015, including the long-range Regional Transportation Plan and the Transportation Improvement Program. These achievements set the pace for transportation improvements throughout the region over the next 25 years.*

## 2040 Regional Transportation Plan

The NFRMPO's 2040 Regional Transportation Plan (RTP) relies on gathering information from multiple data sources around the region. This process began in April 2014 with data collection for the Land Use and Regional Travel Demand Models. These models were then used to establish existing conditions and to forecast households, employment, and travel demand out to 2040. This information informs the Existing Transportation System, Socio-economic Profile, Environmental Profile, and Travel Demand Analysis chapters of the 2040 RTP. The 2040 RTP also reports on Performance Based Planning, Transportation Safety and Security, the Congestion Management Process, Fiscally Constrained Plans, and Vision Plans. MPO staff began the process of developing the 2040 RTP document after the Goals, Objectives, Performance Measures, and Targets (GOPMT) were established in September 2014.

The 2040 RTP was adopted by the Planning Council on September 3, 2015. NFRMPO staff began the process of developing the 2040 RTP in September 2014.

Public involvement strategies for the 2040 RTP involved NFRMPO staff attending events around the region to discuss regional transportation needs, the Regional Transit Element (RTE) recommendation, and to gain feedback about completed efforts for the 2040 RTP. Other outreach activities included online surveys and the Community Remarks website <http://communityremarks.com/northfrontrange/>. Feedback and suggestions were incorporated into the final draft of the 2040 RTP.

The transportation conformity analysis, required on all regionally significant projects in the 2040 RTP for ozone and carbon monoxide emissions, was conducted in May 2015 by the appropriate agencies. The results of all projects in the 2040 RTP passed all emission budget requirements in the North Front Range region. A public hearing was held at the July 9, 2015 PLANNING COUNCIL meeting. The Air Quality Control Commission (AQCC) concurred with the PLANNING COUNCIL's Air Quality Conformity Determination on August 20, 2015.

For detailed information on the 2040 RTP, please visit: <http://bit.ly/1LCHhPH>.

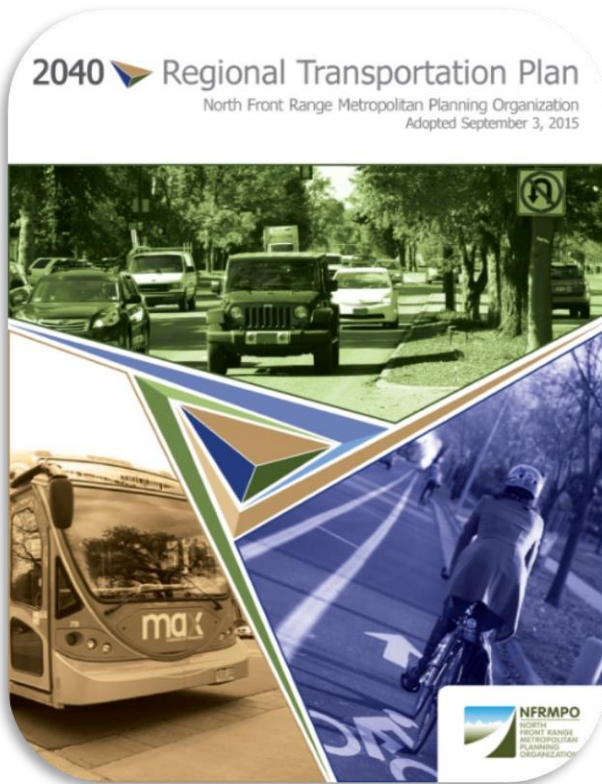


Image Credit: Town of Berthoud



## FY2016-2019 Transportation Improvement Program

The PLANNING COUNCIL approved over \$88 M in regional transportation improvement projects in the FY2016-2019 Transportation Improvement Program (TIP) at their March 5, 2015 meeting. The TIP includes transportation projects throughout the region, including road resurfacing, construction and expansion, bicycle and pedestrian trail construction, Compressed Natural Gas (CNG) bus replacements for regional transit providers, CNG vehicle replacements, and traffic signal timing and optimization. The map below shows projects included in the FY2016-2019 TIP by project type and location. The PLANNING COUNCIL readopted the TIP at their September 3, 2015 meeting, including over \$91 M in regional transportation investments, to remain fiscally constrained under the 2040 RTP.

Projects included in the TIP can be amended at the discretion of the PLANNING COUNCIL; amendments are processed on a quarterly basis, while minor changes or modifications may be completed monthly. The FY2016—2019 TIP also contains a map of all projects and existing Environmental Justice (EJ) areas. EJ is a federal requirement to assess transportation improvement impacts on low-income and minority populations. For more information on the TIP, please visit the NFRMPO website at <http://bit.ly/1MvJ2U1>.

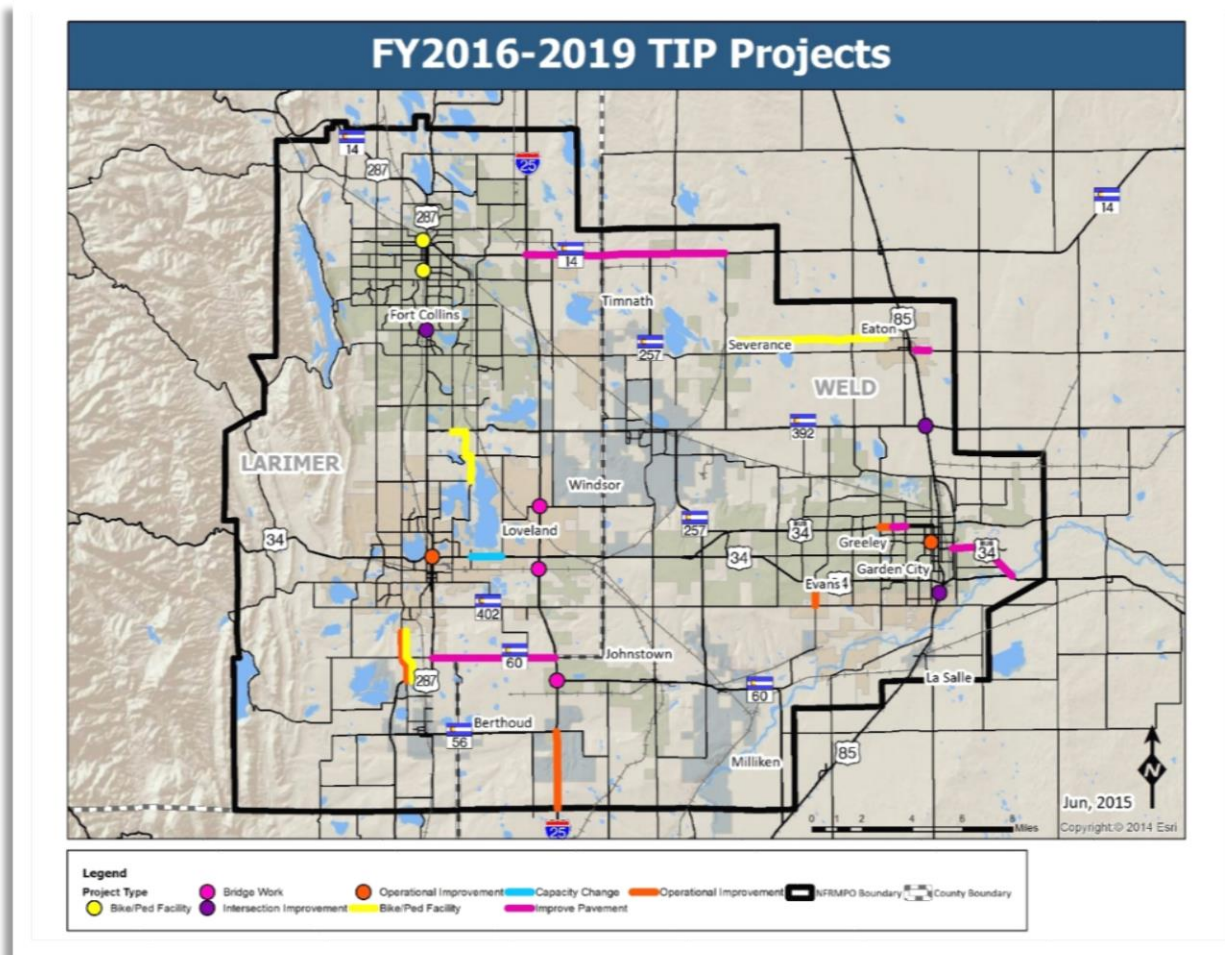


Image Credit: Weld County



## 2040 Regional Transit Element

The 2040 Regional Transit Element (RTE) and recommendation was adopted by the PLANNING COUNCIL on August 6, 2015. The purpose of the 2040 RTE is to guide development of transit in the North Front Range region. Transit services in the region have primarily developed through local governments to meet the local travel needs of their residents. As the region has grown, there has been an increasing need for transit services between communities and to major activity and employment centers, both within and outside of the region.

For the 2040 RTE, the NFRMPO is moving forward with suggested actions based on the recommendations of the three local transit agencies (COLT, GET, and Transfort), TAC, input received during the public outreach phase, and previously completed studies, specifically the 2013 North Front Range Transit Vision Feasibility Study. The recommendation includes:

- **FURTHER STUDY** into the transit connections between:
  - Fort Collins and Greeley/Evans area;
  - Greeley/Evans area and Loveland; and
  - Greeley/Evans area and Denver.
- **ADDITIONAL SERVICE AND INVESTMENT** along the US 287 corridor.

Focusing on the broad connections between cities rather than on the corridors themselves allows for a more comprehensive transit analysis. There are a variety of reasons to operate and fund regional transit services, which should be analyzed on a case-by-case basis. Special considerations for transit trips include access to medical facilities and employment centers, and connectivity for transit-dependent groups. In-depth analysis provides the greatest flexibility and allows for unique considerations for each connection.

The 2040 RTE recommends transit in the region expand upon existing services and relationships as well as previous studies. Further studies of the recommended connections will also refine the planning process. To view a copy of the 2040 RTE, please visit <http://bit.ly/1P8uXtS>.

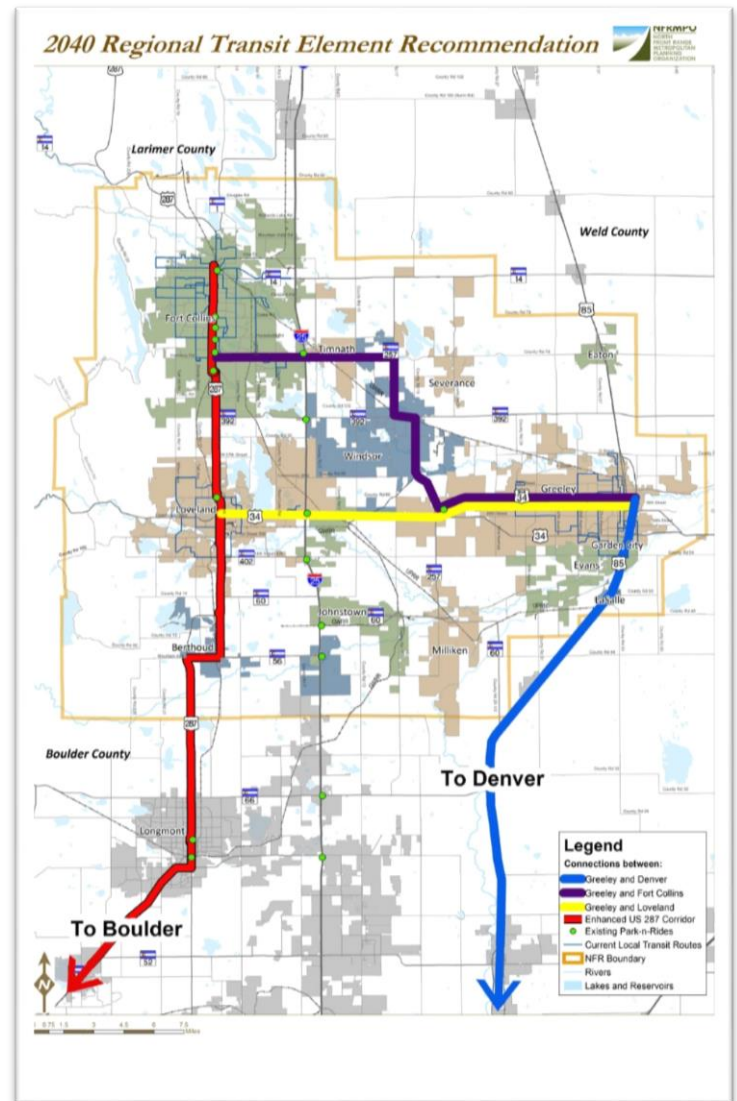
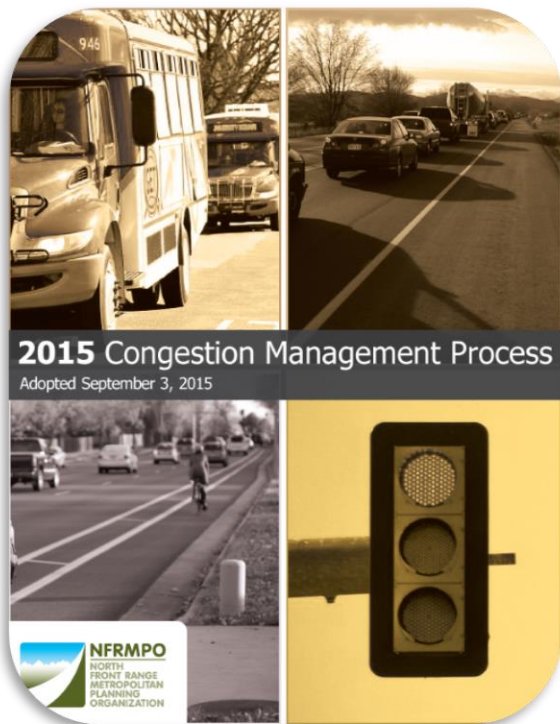


Image Credit: Greeley-Evans Transit (GET)



## 2015 Congestion Management Process Update



The 2015 Congestion Management Process (CMP) Update was adopted by the PLANNING COUNCIL on September 3, 2015. The CMP is an objectives driven, performance-based process to reduce regional transportation congestion. Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a CMP and use it to make informed transportation planning decisions.

The purpose of the 2015 CMP Update is to identify the process for collecting congestion data and develop performance measures to direct funding toward projects and strategies that most effectively address congestion. The NFRMPO will use the performance measures outlined in the 2015 CMP Update to quantify regional congestion in CMP annual reports.

The 2015 CMP Update emphasizes the use of technology to reduce the cost of roadway system operations. An Intelligent Transportation System (ITS) improves transportation safety and mobility and enhances productivity through the integration of advanced

communications technologies into the transportation infrastructure and in vehicles. Travel Demand Management (TDM) is focused on increasing transportation system carrying capacity through operational efficiencies or reducing demand.

Annual CMP reporting will use three performance measures to track regional congestion:

- **TRAVEL TIME INDEX (TTI)** - Ratio of average peak travel time (maximum congestion) to an off-peak standard (minimum congestion, or free flow). A value of 1.25 indicates the average peak travel time is 25 percent longer than off-peak travel times. In the future, the NFRMPO will use speed limits as the free flow or off-peak standard for speed.
- **VEHICLE MILES TRAVELED (VMT)** - Measurement of miles traveled by vehicles in a specified area over a specified time period. It can be calculated per person for all trips or for specific destinations including home, work, commercial, etc. A reduction in VMT can be used to show environmental benefits. Modeling VMT requires estimates of trip generation (trip origin information) and trip length. Land use planning principles such as infill development can help reduce VMT. A regional fuel use measurement can be calculated using VMT.
- **TRANSIT PERFORMANCE MEASURES:**
  - **On Time Performance** – Percentage of time a bus remains on its published schedule.
  - **Passengers per Hour per Direction** – Indicates user travel patterns and system capacity by calculating the number of passengers using transit per hour and per direction (outbound/inbound).
  - **Passengers per Mile per Gallon** – A measure of transit system use and fuel efficiency.

In 2010, the total population of the North Front Range region was 488,513. It is expected to rise to 896,191 by 2040, a growth rate of 83 percent. Similarly, regional congestion for personal automobiles, truck freight, and transit is expected to increase. The CMP is used to help inform the RTP and the TIP. The NFRMPO's consistent emphasis on congestion management will ensure optimal transportation options for all users.

To view a copy of the 2015 CMP Update, please visit <http://bit.ly/1P8vbkk>.



# MOBILITY ACCOMPLISHMENTS

## NEED A RIDE?

 [noco.findmyride.info](http://noco.findmyride.info) 



*In 2015, the Mobility Coordination (MC) program achieved several program objectives that are helping to connect people to transportation services they need for autonomy and independence. Guided by the goals and strategies in the 2013 NFRMPO Coordinated Public Transit/Human Services Transportation Plan, the Larimer & Weld Mobility Coordinating Committees and the MPO Mobility Coordinator completed several projects.*

**Online Transit Guide** OR [noco.findmyride.info](http://noco.findmyride.info) was finalized in April 2015 and has seen steady increases in new user site visits. Designed to function as the online version of the NFRMPO Riders Guide, it was created in collaboration with the Denver Regional Mobility & Access Council and provides transit information for transportation services within the NFRMPO region and to Longmont and Denver.

**Outreach** efforts reached a new audience in 2015 when the Mobility Coordinator co-presented at the June DriveSmart Colorado Conference in Breckenridge. Focused on senior driving issues, the presentation was attended by over 150 members of the Colorado law enforcement and nursing communities. A first for the MC program, 2016 outreach efforts will continue to coordinate with this new audience.

**Statewide Collaboration** work with CDOT consultants on the statewide mobility management network, the Colorado Mobility Action Coalition (CMAC), resulted in membership growth of over 30 percent. Additionally, nine mobility management workshops were hosted at the Colorado Association of State Transit Associations (CASTA) conferences and four CMAC newsletters were created by the NFRMPO MC Staff and delivered to the group. Topics included grant opportunities, performance measures, new CO mobility projects, and a standard definition for Colorado mobility management.

**Regional Collaboration** in 2015 has been focused on the Larimer County “Bus To Lunch” Senior Travel Training Program in Fort Collins and Berthoud. The training incorporates hands on learning about riding the bus with destination lunches at the programs private sector partner, Enzo’s in downtown Fort Collins. Program partners include Transfort, COLT, BATS, the Senior Transportation Coalition, the Fort Collins, Loveland and Berthoud Senior Centers and Enzo’s. All seven summer and fall classes were full, with over 85 participants. Classes will continue in both communities and are expanding to include Loveland/COLT services starting January 2016.

**Coordinating Committees** meet every other month in each county to continue their ongoing collaboration with local transit providers. The 2015 Larimer and Weld Mobility Council Work Plans were approved in February and March with an emphasis on outreach activities to promote the new online resource guide along with the NFRMPO Riders Guide and senior travel training. Meeting agendas and packets of the mobility committees can be found at <http://nfrmpo.org/AboutUs/MobilityCoordination.aspx> under Mobility Coordination.

**Funding for the NFRMPO Mobility Coordination Program** comes from Federal Transit Administration (FTA) 5310 Mobility Management funds. The NFRMPO receives grants, which cover salary (1/2 time position), projects & program implementation, from the two FTA 5310 Designated Recipients for the MPO region - the City of Fort Collins/Transfort and the CDOT/Transit Unit.



# VANGO™ ACCOMPLISHMENTS

*The VanGo™ program was started in 1994 with nine vans in daily operation being used by approximately 45 individuals. Fast forward 21 years, and in January 2015, the VanGo™ program began the year with 75 vans in operation being used by 400 riders. The VanGo™ program's mission is to provide safe, reliable and economical transportation for individuals commuting a long distance, and to improve air quality and road congestion in the North Front Range.*



## Funding

- In January, the VanGo™ program was awarded a \$240,000 FASTER grant from the State of Colorado to fund fleet replacement.
- VanGo™ fares increased 1 percent on January 1, 2015. The average fare increase was \$2 per month.
- One new VanGo™ route was started in July 2015 and provides service from Loveland to I-25 and 120<sup>th</sup> Avenue in Northglenn.
- In February, April, and June, 14 high mileage vans were sold at auction for an average sales price of \$8,000.
- As of January 1, 2014, VanGo™ has reported miles to the National Transit Database (NTD) entirely within the Fort Collins TMA rather than assigning some to the Denver-Aurora TMA. NTD reporting generates 5307 Federal funding used for purchasing vehicles and preventative maintenance, and 35% to support the FLEX transit service from Fort Collins to Longmont.

## Member outreach

- In September, the annual VanGo™ safety meetings were conducted. One meeting was held in Greeley and two meetings were held in Fort Collins. A total of 71 individuals attended the meetings. The format for the meetings changed this year to include three common accident or emergency scenarios. Attendees at the meetings were encouraged to participate in the scenarios and positive comments were received about the new meeting format.
- In October, the annual VanGo™ rider survey was distributed. The survey is a joint effort with the Denver, Colorado Springs, and Boise, Idaho vanpool programs. A total of 50 percent of the VanGo™ ridership completed the survey. VanGo™ uses the responses from the survey to improve the program.



*Image Credit: VanGo™*

## Operations

- In November, preventive maintenance, which historically had been provided by the City of Fort Collins Transfort transit division in southeast Fort Collins, was relocated to the City of Fort Collins Equipment Services facility in northwest Fort Collins. The success of the new MAX bus rapid transit services and the overall increase in the Transfort fleet resulted in the need to have service performed at the downtown maintenance facility located at 835 Wood Street.
- The VanGo™ program is investigating replacing the current GreenRide/Trapeze database for carpool matching, vanpool ridership and fleet tracking. The smarttrips.org website is also being evaluated.

- VanGo™ ridership has decreased over the past year, primarily due to historically low fuel prices. The ridership routinely provides positive comments about the service. Business outreach activities will continue to fill empty seats and to form new routes.

## Business Outreach

The VanGo™ business outreach program actively markets to commuters and employers in the region on the benefits of ridesharing (both carpooling and vanpooling) in an effort to reduce congestion and improve air quality in the region. Ridesharing attempts to make the most efficient use of the transportation system by increasing person-carrying capacity on existing transportation infrastructure.

The VanGo™ program targets employers through delineated business outreach tactics that include educational collateral, direct sales, online trip-matching services, employee participation tracking and collaborative relationships with other ridesharing agencies. The employer has the ability to quickly introduce VanGo™ services to the employee as a “value added benefit” of their employment.

Participation and cooperation with existing local business programs such as ClimateWise™ (City of Fort Collins), chambers of commerce and regional Transportation Management Authorities (TMAs) and Transportation Management Organizations (TMOs) helps with additional outreach concerning ridesharing. Social media has proven to be a valuable additional outreach tool to help with filling empty seats on existing vanpools and creating awareness among the general public of the benefits of ridesharing. The VanGo™ program uses Facebook, Twitter, and Craigslist as social media tools to help disseminate program information and fill empty seats.

Outreach efforts have concentrated on possible expansion of VanGo™ service to the Town of Estes Park and the City of Cheyenne, Wyoming. Informational meetings with local government and civic leaders were held in Estes Park to determine



*Image Credit: VanGo™*

a level of interest and assistance in reaching out to the local business community. Follow up meetings and presentations were given to several local business and civic organizations to familiarize them with the benefits of offering alternative means of transportation to their employees who live a considerable distance from their workplace. The primary stumbling block in the Estes Park community is the multitude of small employers and non-conforming work schedules. Efforts continue to identify and work with a handful of medium-sized employers.

For the first time, VanGo™ is actively pursuing the formation of vanpools crossing state lines between Colorado and Wyoming. A number of larger employers in the Cheyenne area have a substantial number of their employees who live

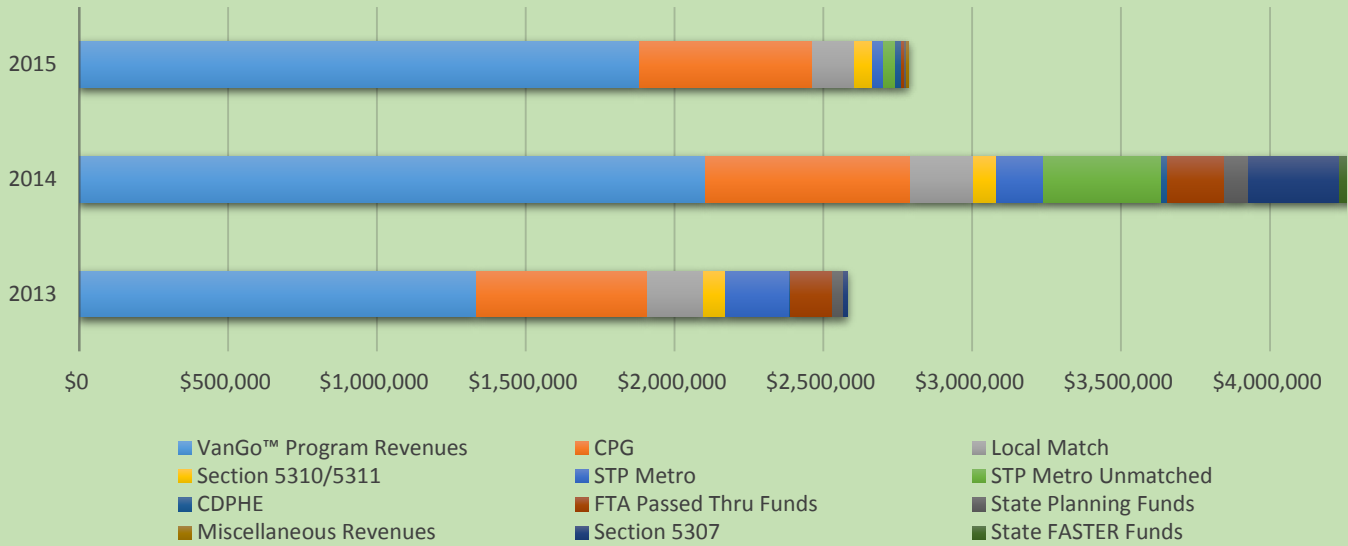
in Weld and Larimer counties. Those employees are facing lengthy commutes, oftentimes in bad weather and would benefit from ridesharing. Outreach efforts have targeted the Cheyenne MPO, Cheyenne LEADS organization, and large employers such as Lowe’s distribution warehouse and Sierra Trading Post.

The current economic climate with improved salaries and historically low fuel prices have combined to lessen the pressure on commuters to seek alternative means of transportation. Going forward outreach efforts will concentrate more on the social, environmental and stress related benefits of vanpooling.

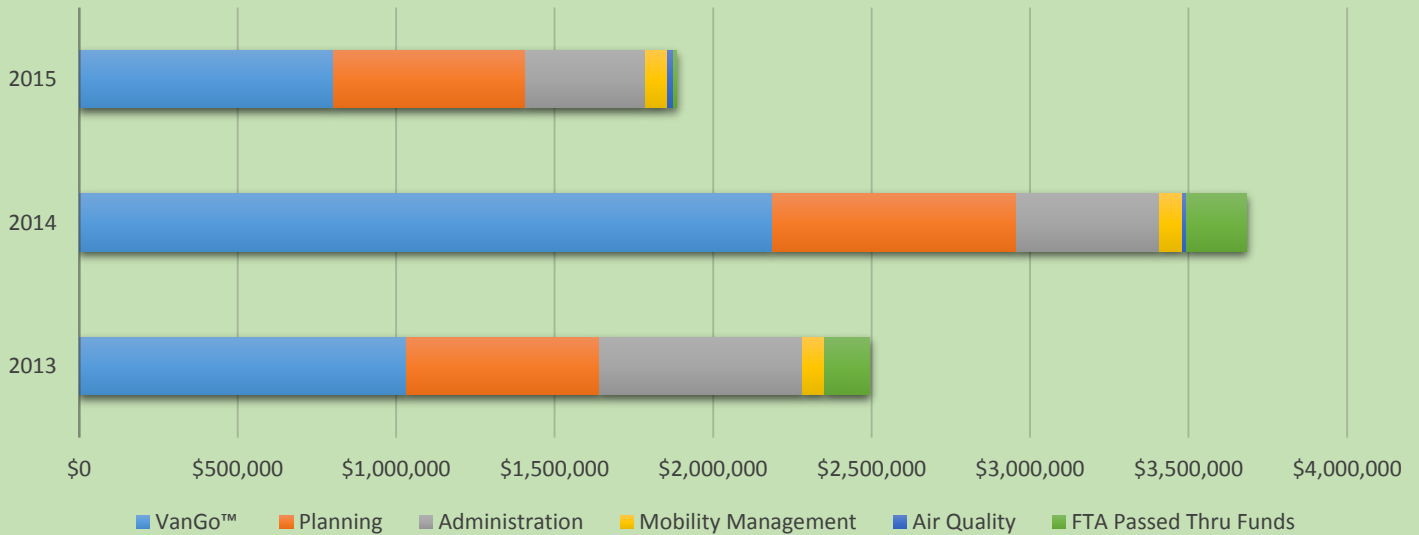
# FINANCE & ADMINISTRATION

- *VanGo™ revenues exceed expenditures due to timing of receipts from Fort Collins revenues, and ability to sell vans*
- *VanGo™ sold vans in anticipation of purchase of new vans*
- *2015 was the last year the VanGo™ program received a subsidy from the NFRMPO through STP-Metro unmatched funds*

## Funding Sources 2013-2015

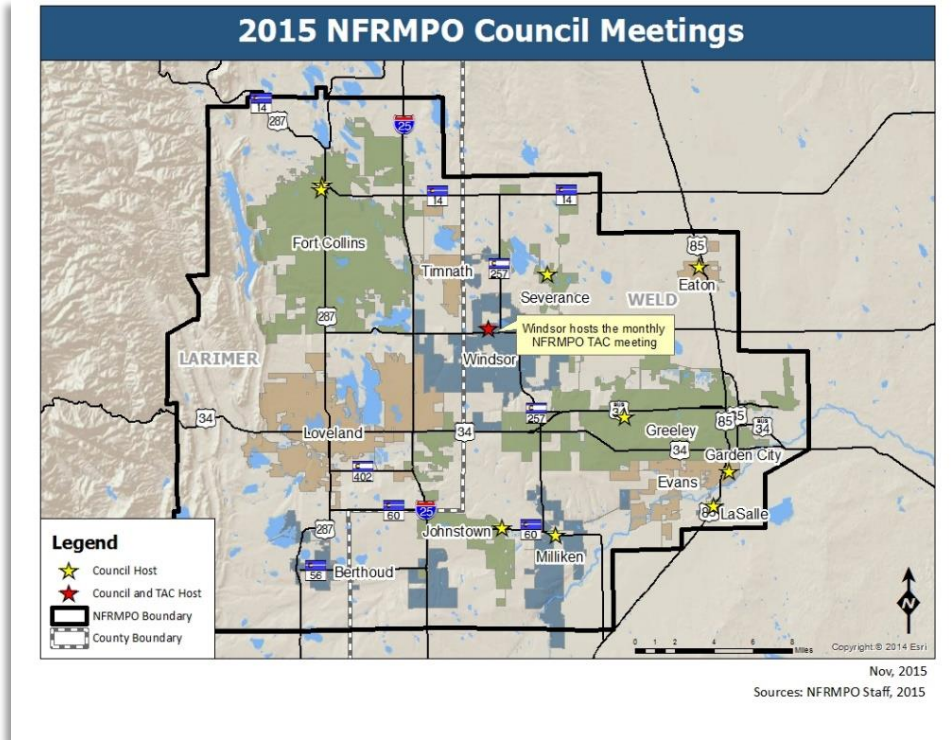


## Expenditures 2013-2015



## Planning Council Meetings

The NFRMPO provides funding for transportation projects, as well as regional transportation planning, air quality planning, and other valuable services to local member governments. The member governments promote regional cooperation while working on many tasks at monthly Planning Council meetings. Every community is given the opportunity to host a monthly meeting. The NFRMPO and its members benefit greatly when a local government invites them to their community.



### 2015 Planning Council Meeting Locations

JAN 8 <sup>th</sup>	City of Fort Collins	FEB 5 <sup>th</sup>	Larimer County
MAR 5 <sup>th</sup>	City of Evans	APR 2 <sup>nd</sup>	*Meeting Cancelled
MAY 7 <sup>th</sup>	Town of LaSalle	JUNE 4 <sup>th</sup>	Town of Milliken
JULY 9 <sup>th</sup>	Town of Severance	AUG 6 <sup>th</sup>	Town of Johnstown
SEPT 3 <sup>rd</sup>	City of Greeley	OCT 1 <sup>st</sup>	*Meeting Cancelled
NOV 5 <sup>th</sup>	Town of Windsor	DEC 3 <sup>rd</sup>	Town of Eaton

### 2016 Planning Council Meeting Locations

JAN 7 <sup>th</sup>	Weld County	FEB 4 <sup>th</sup>	Larimer County
MAR 3 <sup>rd</sup>	City of Evans	APR 7 <sup>th</sup>	Town of LaSalle
MAY 5 <sup>th</sup>	City of Loveland	JUNE 2 <sup>nd</sup>	Town of Berthoud
JULY 7 <sup>th</sup>	Town of Severance	AUG 4 <sup>th</sup>	City of Evans
SEPT 1 <sup>st</sup>	Town of Milliken	OCT 6 <sup>th</sup>	Town of Johnstown
NOV 3 <sup>rd</sup>	Town of Eaton	DEC 1 <sup>st</sup>	City of Fort Collins



## NFRMPO Staff

### Management Team

Terri Blackmore – *Executive Director*  
Becky Karasko – *Regional Transportation Planning Director*  
Rena Steffen – *Administrative Director*  
Crystal Hedberg – *Financial & Operations Manager*

### MPO Staff

Anne Blair – *Vanpool Services Coordinator*  
Aaron Buckley – *Transportation Planner*  
Alex Gordon – *Transportation Planner*  
Merry Anne Hood – *Finance & Administrative Specialist*  
Angela Horn – *Transportation Planner & Model Specialist*  
Josh Johnson – *Transportation Planner & Graphics Specialist*  
Merideth Kimsey – *Accounting Clerk*  
Jeff McVay – *Customer & Business Relations for VanGo™*  
Mary Warring – *Mobility Coordinator*

## Larimer County Mobility Coordinating Committee

Gary Thomas, SAINT – *Chair*  
Angela Woodall, Foothills Gateway – *Vice Chair*  
Cari Brown, ARC of Larimer County  
Ruth Fletcher-Carter, Berthoud RAFT  
Stephanie Brothers, BATS  
JoAnn Vande Walle, Elderhaus  
Garrett Mumma, CO Division of Voc. Rehabilitation  
Yvonne Myers, Columbine Health Services  
Toni Lueck, DARTAC (Transit Committee)  
Kurt Ravenschlag, Transfort/Dial-A-Ride  
Averill Strand, Larimer County Dept. of Health and Environment  
Katy Mason, Larimer County Office on Aging  
Michelle Miller, Larimer County Workforce Center  
Christopher Barnes, COLT  
John Teumer, Loveland Disability Advisory Commission  
Zach Wood, Loveland Disability Advisory Commission

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Suzette Mallette, Larimer County – *Vice Chair*  
Martina Wilkinson, City of Fort Collins – *Past Chair*  
Dawn Anderson, City of Evans  
Stephanie Brothers, Town of Berthoud  
Gary Carsten, Town of Eaton  
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Eric Fuhrman, Town of Timnath  
John Holdren, Town of Severance  
Seth Hyberger, Town of Milliken  
Jeff Bailey, City of Loveland  
Janet Lundquist, Weld County  
Jessica McKeown, Town of LaSalle  
Karen Schneiders, CDOT  
Dennis Wagner, Town of Windsor  
Amanda Brimmer, RAQC\*  
Aaron Bustow, Federal Highway Administration\*  
Paul Lee, CDPHE\*

### Transit Representatives

Christopher Barnes, COLT\* (Loveland Alternate)  
Will Jones, GET\* (Greeley Alternate)  
Kurt Ravenschlag, Transfort\* (Fort Collins Alternate)  
Gary Thomas, SAINT\*

*\*Indicates Non-Voting Member*

## Weld County Mobility Coordinating Committee

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DeeAnn Groves, Senior Resource Services – *Co-Chair*  
Tim Marquart, CO Dept. of Labor & Employment  
Julie Glover, Greeley Center for Independence  
Jenn Palmer, Greeley Center for Independence  
Will Jones, GET  
Doreen Baker, North Range Behavioral Health  
Libby Goode-Grasmick, Sunrise Community Health  
Brad Taylor, Weld Advocacy Network for Disabilities (WAND)  
Lyle SmithGraybeale, Weld County United Way

## North Front Range Metropolitan Planning Organization

The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.

**419 Canyon Avenue  
Suite 300  
Fort Collins, CO 80521**

**Main Line: (970) 221-6243**

**Toll Free: (800) 332-0950**

**Email: [staff@nfrmpo.org](mailto:staff@nfrmpo.org)**

**Web: [nfrmpo.org](http://nfrmpo.org)**

**Twitter: [@nfrmpo](https://twitter.com/nfrmpo)**

**Blog: [nfrmpo.blogspot.com](http://nfrmpo.blogspot.com)**

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**RESOLUTION NO. 2015-18  
OF THE NORTH FRONT RANGE TRANSPORTATION  
& AIR QUALITY PLANNING COUNCIL  
OF SUPPORT FOR IMPROVEMENTS TO INTERSTATE 25**

**WHEREAS**, Interstate 25 (“I-25”) represents a vital connection for the communities of northern Colorado; and

**WHEREAS**, I-25 is an essential commuter and freight corridor and the only Colorado highway on the national freight plan; and

**WHEREAS**, the improvement of I-25 is essential for the economic health and wellbeing of the Northern Colorado region; and

**WHEREAS**, the communities of Northern Colorado wish to communicate the formal request of their communities and citizens; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council requests that the legislature consider any and all actions to expedite the improvement and expansion of North I-25.

**NOW, THEREFORE, BE IT RESOLVED that the North Front Range Transportation & Planning Council** requests and supports the legislature’s consideration of any and all actions to expedite the improvement and expansion of North I-25, including the following:

- Support for a TRANS bond II ballot initiative;
- Support for General Fund dollars benefiting transportation (maintenance and construction);
- Support modification to Senate Bill 09-228 for maintenance designated for TRANS bond;
- Support extending Senate Bill 09-228 for 10 years;
- Support new revenue streams adopted by vote of electors, so long as they are designated for TRANS bond and the benefit goes toward transportation; and
- Support tax credit legislation for specific highway projects.

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 December, 2015.

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

ATTEST:

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

# Viabile Funding Sources for the North I-25 Corridor



Updated December 3, 2015

# NFRMPO Planning Council Members

Commissioner Sean Conway, Weld County – *Chair*

Joan Shaffer, City of Loveland – *Vice Chair*

Mayor Pro-Tem Jan Dowker, Town of Berthoud – *Past Chair*

Mayor Don Brookshire, Town of Severance

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Kevin Ross, Town of Eaton

Paul Steinway, Town of Timnath

Mayor John Vasquez, Town of Windsor

Town of Garden City

Chris Colclasure, CDPHE

Kathy Gilliland, Transportation Commission

## Authors

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## 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

# Total Viable Funding: \$14.901B

Federal

State

Local

P3

## North I-25 Corridor



### MAP-21 Renewal / Federal Transportation Bill. .... 1

- **\$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. .... 2

- **\$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. .... 2

- **\$170M** 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. .... 3

- **\$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. .... 4

- **\$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. .... 5

- **\$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. .... 5

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

### Increase State Fuel Tax. .... 5

- **\$135M** Funding Increase
- Requires legislative approval and general vote
- 1¢ per gallon raised over 5 years

### Replace Fuel Tax with VMT Tax. .... 6

- **\$24.3M** Funding Increase
- Requires legislative approval and general vote
- Revenue estimate based on 2¢ VMT tax

### Reduce Fuel Tax Revenue to Other Uses. .... 6

- **\$520M** 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. .... 7

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

### Increase State Sales Tax. .... 7

- **\$280M** Funding Increase
- Requires legislative approval and general vote
- Increases State Sales Tax from 2.9% to 3.23%, additional revenue is dedicated to highway funding

### Value Capture Corridor. .... 8

- **\$3.3M** Annual Funding Increase
- Requires legislative approval
- Generates funds based on State Sales Tax revenue and expected growth rate within value capture area

### Creation of Regional Transportation Authority. .... 9

- **\$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. .... 10

- **\$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. .... 11

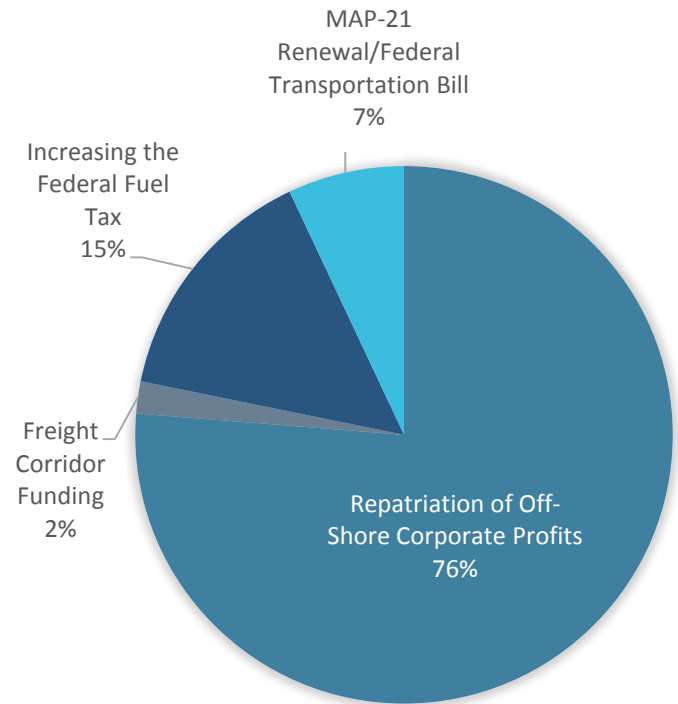
- **\$785M** Funding Increase
- Requires HPTE approval
- P3 would provide 50% of total project cost and would manage the roadway

### Total Federal Funding: \$8.785B

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 - **\$170M**
- 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

**\$170M**

#### 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. Colorado's share would be \$34M per year, based on population, for a total of \$170M over five years.



## 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

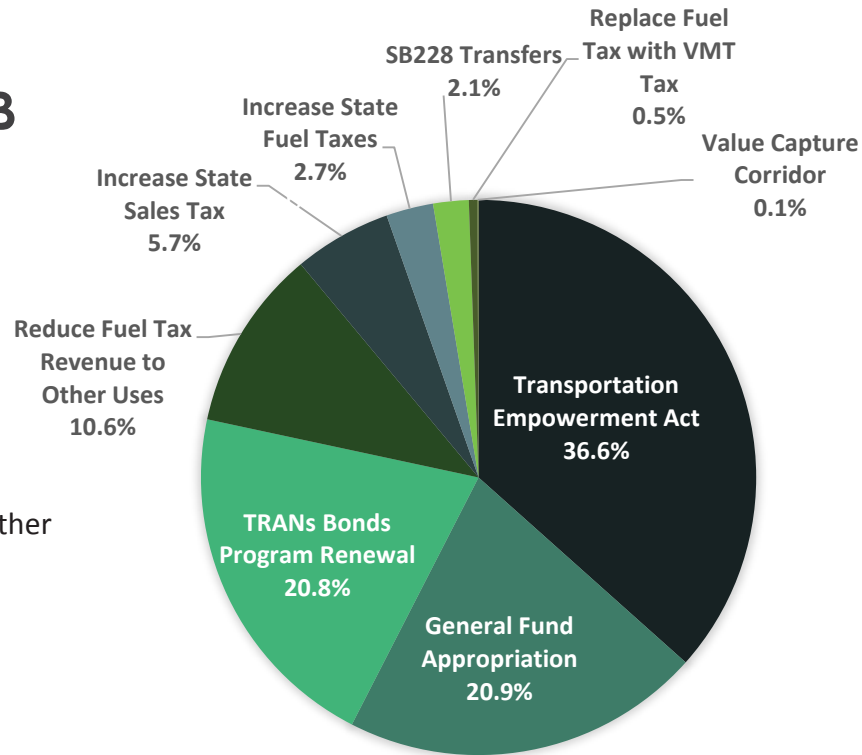
### Funding

- 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: \$4.918B

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 - **\$135M**
- Replacing State Fuel Tax with VMT Tax - **\$24.3M**
- Reducing the State Fuel Tax revenue transfers to other uses - **\$520M**
- Transportation Empowerment Act - **\$1.8B**
- Increase State Sales Tax - **\$280M**
- Vale Capture Corridor - **\$3.3M**



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

**\$135M**

### General

- Colorado currently receives approximately \$571M per year from state fuel tax revenues
- Increasing the fuel tax between 1¢ and 30¢ per gallon results in an increase between \$27M and \$810M per year, respectively (represents a one-time increase).

### 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 \$135M over 5 years

### Replace Fuel Tax with Vehicle Miles Traveled Tax **\$24.3M**

#### 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 would decrease funding by \$571.2M per year, and replacing it with a 2¢ VMT tax would generate \$595.5M per year (based on 2014 total VMT for Colorado)
  - This is a funding increase of \$24.3M per year
  - Each 1¢ increase after the 2¢ tax would raise an additional \$297.7M per year

#### Ballot Measure

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

#### Funding

- \$24.3M increased revenue from a 2¢ of VMT tax could be secured for the State per year

### Reduce Fuel Tax Revenue to Other Uses **\$520M**

#### General

- HUTF funds may be used for rights-of-way acquisition, construction, engineering, safety, reconstruction, improvement, repair, maintenance, and administration of the state, county, and 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

### Increase State Sales Tax

**\$280M**

#### General

- Increases the State Sales Tax from 2.9% to 3.23%
- Based on FY2015 sales tax revenues of \$2,464,600,000

#### Legislative and Voting Requirements

- Requires general vote

#### Funding

- Increasing the State Sales Tax by .33% results in an additional revenue of \$280M per year. The additional .33% would be dedicated to highway funding.
- Tax revenues may increase or decrease over time depending on economic activity

### Value Capture Corridor up to \$3.3M annually

#### General

- Enacted by Colorado State Legislature to collect all new sales tax in a given area to be spent on a specific corridor
- Has the potential to generate a range of funds based on size of the capture area and expected growth rate

#### Legislative and Voting Requirements

- Requires approval from State Legislature

#### Funding

- Has the potential to generate anywhere from \$175,943 to \$3,262,329 annually depending on the value capture area size and expected growth rate.
- The following figures outline potential funding estimates and each buffer area:

I-25 from State Highway 14 to State Highway 66:

Municipality & County 1 Mile Buffer Total		Municipality & County 2 Mile Buffer Total		Municipality & County 3 Mile Buffer Total	
Current Net State Sales Tax: \$17,594,353.44		Current Net State Sales Tax: \$34,969,993.39		Current Net State Sales Tax: \$53,281,124.69	
Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation
1%	\$175,943.53	1%	\$349,699.93	1%	\$532,811.25
2%	\$351,887.07	2%	\$699,399.87	2%	\$1,065,622.49
3%	\$527,830.60	3%	\$1,049,099.80	3%	\$1,598,433.74

I-25 from State Highway 66 to 120<sup>th</sup> Avenue:

Municipality & County 1 Mile Buffer Total		Municipality & County 2 Mile Buffer Total		Municipality & County 3 Mile Buffer Total	
Current Net State Sales Tax: \$18,353,196.71		Current Net State Sales Tax: \$33,525,464.71		Current Net State Sales Tax: \$55,463,203.99	
Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation	Growth Rate	New State Sales Tax Generation
1%	\$183,531.97	1%	\$335,254.65	1%	\$554,632.04
2%	\$367,063.93	2%	\$670,509.29	2%	\$1,109,264.08
3%	\$550,595.90	3%	\$1,005,763.94	3%	\$1,663,896.12

\*Current Net State Sales Tax derived from the Colorado Department of Revenue, Sales Tax Summaries from July 2013 to June 2014 (<https://www.colorado.gov/revenue/statistics>)

\*New State Sales Tax Generation figures are new capture based only on the Growth Rate increase in each buffer area and do not include a total sum.

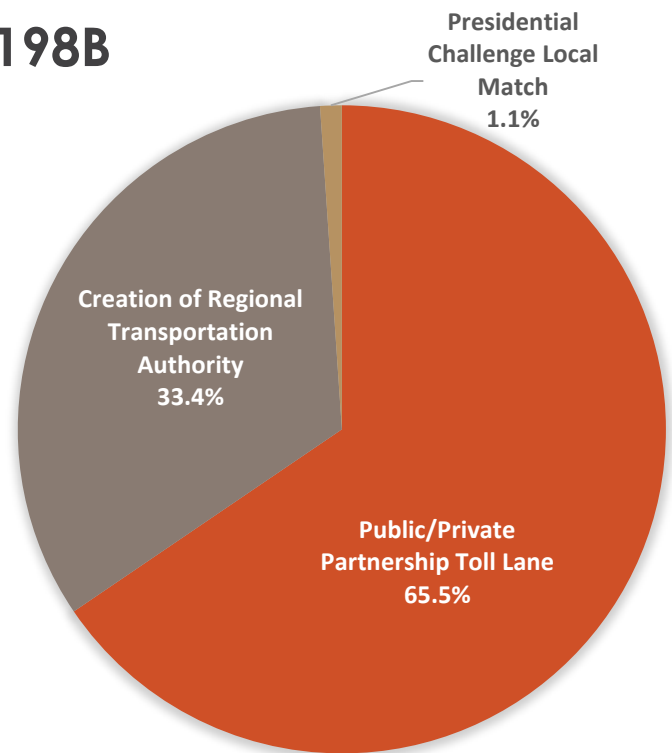
I-25 Value Capture Corridor process and maps are outlined in Appendix A.

### Total Local/Private Funding: \$1.198B

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 plus 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
- 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
- Math rates are based on population totals over a 25 year project lifespan. It is assumed that the local communities would need to provide between \$1,273,333 and \$3,033,333 every five years to match federal project funds, depending on the challenge award amount.
- Project totals, federal award amounts, and expected local match amounts are shown in the table below. *Local match rates and dollars are included by year in Appendix B.*

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>



### 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

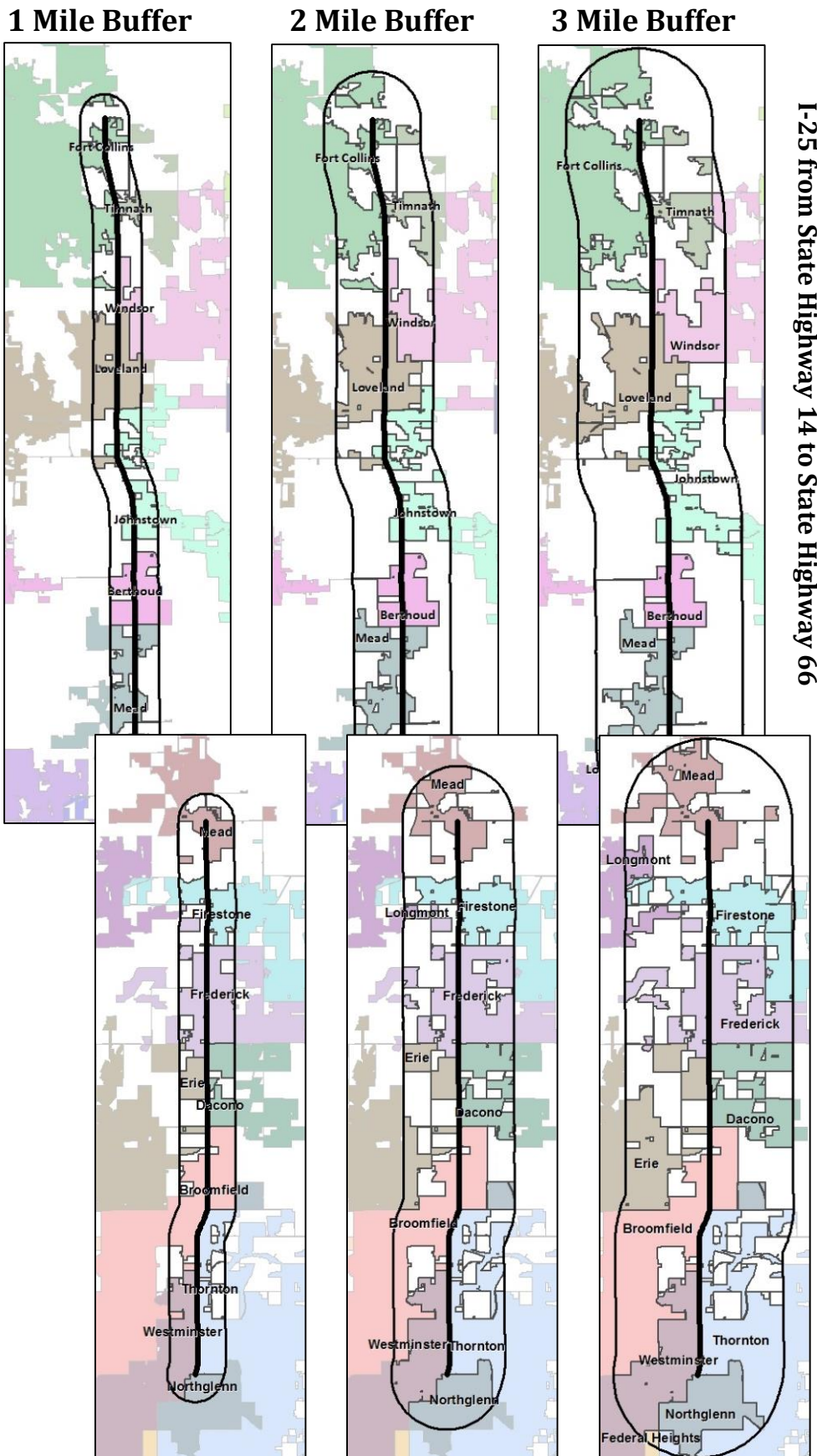
**Funding**

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

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



# Appendix B: Presidential Challenge Local Match

## North I-25 Corridor



Presidential Challenge Funding - Local Match per Community							
Community	Population	Percentage	\$30M Award Local Match		\$50M Award Local Match		
			20% Local	100% Local	20% Local	100% Local	
2015	Weld County - unincorporated	15,406	3.37%	\$ 42,929	\$ 214,645	\$ 20,453	\$ 102,265
	Larimer County - unincorporated	58,100	12.71%	\$ 161,896	\$ 809,482	\$ 77,134	\$ 385,669
	Berthoud	5,281	1.16%	\$ 14,715	\$ 73,577	\$ 7,011	\$ 35,055
	Fort Collins	161,798	35.41%	\$ 450,850	\$ 2,254,250	\$ 214,803	\$ 1,074,014
	Greeley	105,167	23.01%	\$ 293,047	\$ 1,465,233	\$ 139,619	\$ 698,095
	Johnstown	10,600	2.32%	\$ 29,538	\$ 147,690	\$ 14,073	\$ 70,365
	Loveland	70,436	15.41%	\$ 196,269	\$ 981,347	\$ 93,511	\$ 467,553
	Milliken	5,864	1.28%	\$ 16,341	\$ 81,704	\$ 7,785	\$ 38,927
	Timnath	2,616	0.57%	\$ 7,289	\$ 36,443	\$ 3,473	\$ 17,363
	Windsor	21,697	4.75%	\$ 60,459	\$ 302,297	\$ 28,805	\$ 144,026
	<b>Total:</b>	<b>456,966</b>	<b>100%</b>	<b>\$ 1,273,333</b>	<b>\$ 6,366,667</b>	<b>\$ 606,667</b>	<b>\$ 3,033,333</b>
2020	Weld County - unincorporated	19,412	3.86%	\$ 49,139	\$ 245,697	\$ 23,412	\$ 117,060
	Larimer County - unincorporated	59,907	11.91%	\$ 151,651	\$ 758,257	\$ 72,253	\$ 361,264
	Berthoud	5,580	1.11%	\$ 14,125	\$ 70,626	\$ 6,730	\$ 33,649
	Fort Collins	176,457	35.08%	\$ 446,690	\$ 2,233,448	\$ 212,821	\$ 1,064,104
	Greeley	118,849	23.63%	\$ 300,858	\$ 1,504,291	\$ 143,341	\$ 716,704
	Johnstown	11,458	2.28%	\$ 29,005	\$ 145,026	\$ 13,819	\$ 69,096
	Loveland	77,973	15.50%	\$ 197,382	\$ 986,912	\$ 94,041	\$ 470,204
	Milliken	6,001	1.19%	\$ 15,192	\$ 75,962	\$ 7,238	\$ 36,191
	Timnath	4,880	0.97%	\$ 12,354	\$ 61,771	\$ 5,886	\$ 29,430
	Windsor	22,491	4.47%	\$ 56,936	\$ 284,678	\$ 27,126	\$ 135,632
	<b>Total:</b>	<b>503,009</b>	<b>100%</b>	<b>\$ 1,273,333</b>	<b>\$ 6,366,667</b>	<b>\$ 606,667</b>	<b>\$ 3,033,333</b>
2025	Weld County - unincorporated	23,764	4.29%	\$ 54,583	\$ 272,915	\$ 26,006	\$ 130,028
	Larimer County - unincorporated	62,166	11.21%	\$ 142,789	\$ 713,945	\$ 68,030	\$ 340,152
	Berthoud	7,331	1.32%	\$ 16,840	\$ 84,198	\$ 8,023	\$ 40,115
	Fort Collins	184,874	33.35%	\$ 424,639	\$ 2,123,193	\$ 202,315	\$ 1,011,574
	Greeley	136,237	24.58%	\$ 312,923	\$ 1,564,613	\$ 149,089	\$ 745,444
	Johnstown	14,687	2.65%	\$ 33,734	\$ 168,671	\$ 16,072	\$ 80,362
	Loveland	85,513	15.43%	\$ 196,414	\$ 982,072	\$ 93,580	\$ 467,898
	Milliken	6,359	1.15%	\$ 14,605	\$ 73,025	\$ 6,958	\$ 34,792
	Timnath	6,825	1.23%	\$ 15,677	\$ 78,383	\$ 7,469	\$ 37,345
	Windsor	26,614	4.80%	\$ 61,130	\$ 305,650	\$ 29,125	\$ 145,624
	<b>Total:</b>	<b>554,369</b>	<b>100%</b>	<b>\$ 1,273,333</b>	<b>\$ 6,366,667</b>	<b>\$ 606,667</b>	<b>\$ 3,033,333</b>
2030	Weld County - unincorporated	27,889	4.55%	\$ 57,918	\$ 289,592	\$ 27,595	\$ 137,973
	Larimer County - unincorporated	66,996	10.93%	\$ 139,133	\$ 695,667	\$ 66,289	\$ 331,444
	Berthoud	9,486	1.55%	\$ 19,700	\$ 98,501	\$ 9,386	\$ 46,930
	Fort Collins	213,216	34.77%	\$ 442,793	\$ 2,213,965	\$ 210,964	\$ 1,054,821
	Greeley	144,452	23.56%	\$ 299,988	\$ 1,499,942	\$ 142,926	\$ 714,632
	Johnstown	15,829	2.58%	\$ 32,874	\$ 164,369	\$ 15,662	\$ 78,312
	Loveland	91,994	15.00%	\$ 191,048	\$ 955,242	\$ 91,023	\$ 455,115
	Milliken	6,528	1.06%	\$ 13,558	\$ 67,788	\$ 6,459	\$ 32,297
	Timnath	7,243	1.18%	\$ 15,041	\$ 75,207	\$ 7,166	\$ 35,832
	Windsor	29,507	4.81%	\$ 61,278	\$ 306,392	\$ 29,195	\$ 145,977
	<b>Total:</b>	<b>613,141</b>	<b>100%</b>	<b>\$ 1,273,333</b>	<b>\$ 6,366,667</b>	<b>\$ 606,667</b>	<b>\$ 3,033,333</b>

# Appendix B: Presidential Challenge Local Match

## North I-25 Corridor



2035	Weld County - unincorporated	34,139	5.19%	\$ 66,045	\$ 330,225	\$ 31,466	\$ 157,332
	Larimer County - unincorporated	71,445	10.85%	\$ 138,216	\$ 691,078	\$ 65,851	\$ 329,257
	Berthoud	10,881	1.65%	\$ 21,049	\$ 105,247	\$ 10,029	\$ 50,144
	Fort Collins	222,704	33.84%	\$ 430,839	\$ 2,154,193	\$ 205,269	\$ 1,026,343
	Greeley	154,997	23.55%	\$ 299,854	\$ 1,499,270	\$ 142,862	\$ 714,312
	Johnstown	18,217	2.77%	\$ 35,241	\$ 176,207	\$ 16,790	\$ 83,952
	Loveland	97,431	14.80%	\$ 188,489	\$ 942,445	\$ 89,804	\$ 449,018
	Milliken	6,878	1.05%	\$ 13,307	\$ 66,533	\$ 6,340	\$ 31,699
	Timnath	7,949	1.21%	\$ 15,378	\$ 76,890	\$ 7,327	\$ 36,633
	Windsor	33,555	5.10%	\$ 64,916	\$ 324,579	\$ 30,928	\$ 154,642
	<b>Total:</b>	<b>658,195</b>	<b>100%</b>	<b>\$ 1,273,333</b>	<b>\$ 6,366,667</b>	<b>\$ 606,667</b>	<b>\$ 3,033,333</b>
2040	Weld County - unincorporated	39,362	5.59%	\$ 71,190	\$ 355,950	\$ 33,918	\$ 169,589
	Larimer County - unincorporated	90,399	12.84%	\$ 163,494	\$ 817,469	\$ 77,895	\$ 389,475
	Berthoud	14,644	2.08%	\$ 26,485	\$ 132,426	\$ 12,619	\$ 63,093
	Fort Collins	227,225	32.27%	\$ 410,954	\$ 2,054,770	\$ 195,795	\$ 978,974
	Greeley	161,739	22.97%	\$ 292,518	\$ 1,462,591	\$ 139,367	\$ 696,837
	Johnstown	19,242	2.73%	\$ 34,801	\$ 174,005	\$ 16,581	\$ 82,903
	Loveland	99,633	14.15%	\$ 180,195	\$ 900,975	\$ 85,852	\$ 429,260
	Milliken	7,068	1.00%	\$ 12,783	\$ 63,916	\$ 6,090	\$ 30,452
	Timnath	8,223	1.17%	\$ 14,872	\$ 74,362	\$ 7,086	\$ 35,429
	Windsor	36,515	5.19%	\$ 66,040	\$ 330,202	\$ 31,464	\$ 157,321
	<b>Total:</b>	<b>704,051</b>	<b>100%</b>	<b>\$ 1,273,333</b>	<b>\$ 6,366,667</b>	<b>\$ 606,667</b>	<b>\$ 3,033,333</b>
<b>25 Year Project Life Total:</b>				<b>\$ 7,640,000</b>	<b>\$ 38,200,000</b>	<b>\$ 3,640,000</b>	<b>\$ 18,200,000</b>

## MAP-21 Renewal / Federal Transportation Bill

- <http://1.usa.gov/1PpDlzQ>
- <http://politi.co/1ivb8lD>
- <http://bit.ly/1QXAJzG>

## Repatriation of Off-Shore Corporate Profits

- <http://bit.ly/1RS6PM9>
- <http://bit.ly/1L4eJUW>
- <http://bit.ly/1ye9mXD>

## Freight Corridor Funding

- <http://1.usa.gov/1Ot7Kp1>
- <http://1.usa.gov/1V8hbyv>
- <http://bit.ly/1YAtPr>

## Increase Federal Fuel Tax

- The amount was calculated using total gallons from State Fiscal Year 2014 and appropriate federal tax rates.
- <http://1.usa.gov/1YzUdiR>

## SB 228 Transfers

- The amount was included in Colorado Legislative Council Staff Issue Brief #14-19 (Nov. 2014)
- <http://1.usa.gov/1OPj9Pa>

## TRANs Bonds Program Renewal

- The amount was calculated using the project list for the TRANs Bonds 2 Program Initiative
- <http://1.usa.gov/1FdCzes>

## General Fund Appropriation

- The amount was calculated using State Fiscal Year 2014 appropriation.
- <http://bit.ly/1OOEhVR>

## Increase State Fuel Tax

- The amount was calculated using total gallons from State Fiscal Year 2014 and appropriate state tax rates
- <http://1.usa.gov/1PoOyGc>

## Replace Fuel Tax With VMT Tax

- CDOT - Div. of Transportation Development (CDOT-DTD)
- The amount was calculated using total vehicle-miles-traveled (VMT) for 2014 from CDOT; and total gallons from State Fiscal Year 2014 and appropriate state tax rates
- <http://1.usa.gov/1JniEog>

## Reduce Fuel Tax Revenue to Other Uses

- Limitations on how to spend Highway User Trust Fund provided in Colorado S.B. 92-47 <http://bit.ly/1Fd6bsG>
- Allocations for the Highway User Tax Fund provided in the CDOT Budget <http://bit.ly/1WfYAh3>

## Transportation Empowerment Act

- The amount was calculated using information provided in the bill
- <http://1.usa.gov/1KtjZOq>

## Increase State Sales Tax

- Based on discussions with John Ziegler, Staff Director of the Joint Budget Committee
- Amount based on .33% state sales tax increase

## Creation of Regional Transportation Authority

- RTA taxing authority comes from § 46-4-601, et. seq., C.R.S.; § 43-4-605 (1)(d), (1)(j), and (1)(i), C.R.S.
- Sales and Lodging taxes based off of Local Community Tax Returns, 2013 and 2014
- Vehicle registration fees based off number of cars reported by Colorado Dept. of Revenue, Div. of Motor Vehicles in 2013 <http://1.usa.gov/1KL6UBy>
- Estimations for I-25 Toll Lanes based off similar projects by CDOT in 2015 <http://bit.ly/1KL777S>

## Presidential Challenge Local Match

- Local match amounts were calculated based on population. Total award amount were presented to the NFR Planning Council on July 9, 2015
- <http://bit.ly/1KvEeev>

## Public/Private Partnership (P3) Toll Lane

- Colorado Department of Transportation - Division of Transportation Development (CDOT-DTD)

# NFRMPO Technical Advisory Committee

Eric Bracke, City of Greeley – *Chair*

Suzette Mallette, Larimer County – *Vice Chair*

Martina Wilkinson, City of Fort Collins – *Past Chair*

Dawn Anderson, City of Evans

Stephanie Brothers, Town of Berthoud

Gary Carsten, Town of Eaton

John Franklin, Town of Johnstown

Eric Fuhrman, Town of Timnath

John Holdren, Town of Severance

Seth Hyberger, Town of Milliken

Jeff Bailey, City of Loveland

Janet Lundquist, Weld County

Jessica McKeown, Town of LaSalle

Karen Schneiders, CDOT

Dennis Wagner, Town of Windsor

Amanda Brimmer, RAQC\*

Aaron Bustow, Federal Highway Administration\*

Paul Lee, CDPHE\*

## **Transit Representatives**

Christopher Barnes, COLT\* (Loveland Alternate)

Will Jones, GET\* (Greeley Alternate)

Kurt Ravenschlag, Transfort\* (Fort Collins Alternate)

Gary Thomas, SAINT\*

*\*Indicates Non-Voting Member*

# Viabile Funding Sources for the North I-25 Corridor

## North Front Range Metropolitan Planning Organization

The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.

**419 Canyon Avenue  
Suite 300  
Fort Collins, CO 80521**

**Main Line: (970) 221-6243  
Toll Free: (800) 332-0950**

**Email: [staff@nfrmpo.org](mailto:staff@nfrmpo.org)**

**Web: [nfrmpo.org](http://nfrmpo.org)**

**Twitter: [@nfrmpo](https://twitter.com/nfrmpo)**

**Blog: [nfrmpo.blogspot.com](http://nfrmpo.blogspot.com)**

**Facebook: [facebook.com/nfrmpo](https://facebook.com/nfrmpo)**

**LinkedIn: [linkedin.com/company/nfrmpo](https://linkedin.com/company/nfrmpo)**



# ROAD & BRIDGE MILL LEVY REVENUE PROPOSAL

North Front Range MPO

December 3, 2015



# Why are we doing this?



- ▣ Support a federal grant –Presidential Challenge
- ▣ Huge problem on I-25 - one piece at a time
- ▣ Relieves pinch points

# Presidential Challenge Grant

- ▣ Replace three bridges on I-25 and repair one
  - Cache la Poudre, Big Thompson, Little Thompson, St Vrain
- ▣ Asking for about \$90 million
  - Will require local matching funds between \$15 to \$18 million
  - Larimer County contributes 1/3 of match



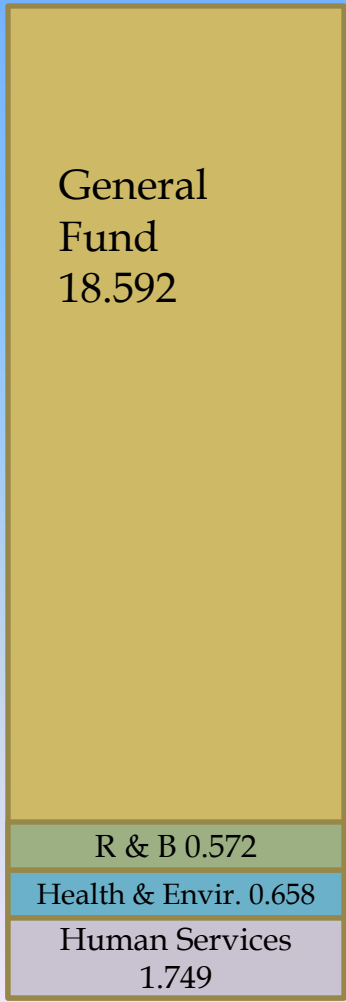
I-25 near Loveland - 2013

# Mill Levy Collection

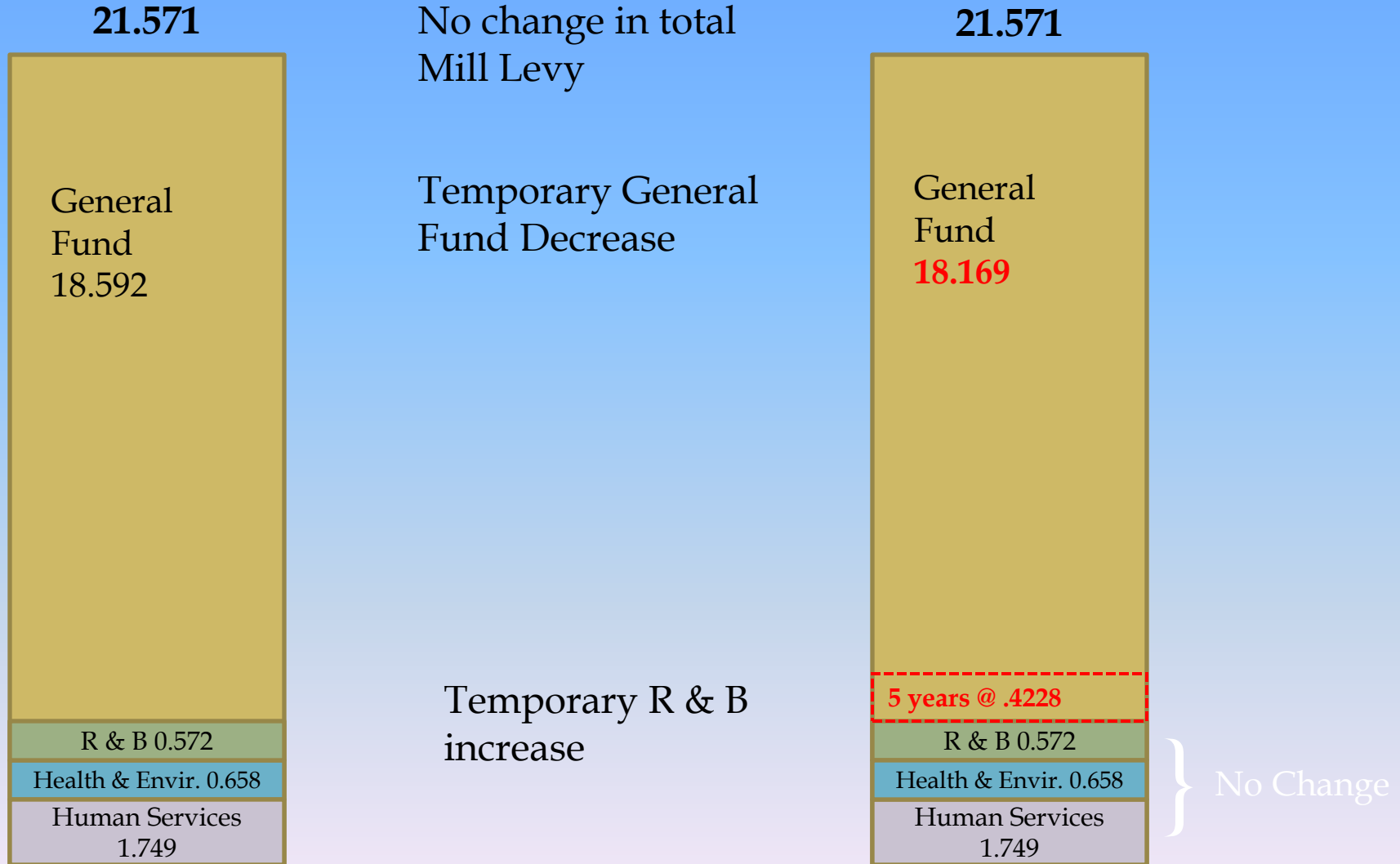
- ▣ Assessed valuation in Municipalities
  - 50% goes to municipality
  - 50% goes to County
- ▣ Assessed valuation in Unincorporated areas goes to the County

# How the County Mill Levy Works

**21.571**



# How the County Mill Levy Works



# Benefits

- ❑ Follows elected official direction to supply local dollars for I-25
- ❑ Raises \$5,286,370 over the five years for I-25
- ❑ No impact to local agency budgets (except County)
- ❑ Does not affect current funding levels for municipalities
- ❑ County project will benefit many residents & address a current need – widening CR 19 (Taft Hill)

# Making it Work

- ▣ Resolution of support from each community
  - 7 out of 8 passed resolutions to date
- ▣ Agreement to put funds into an I-25 pot
- ▣ Options if grant is not successful
  - Refund accumulated funds to communities
  - Reconvene and identify other potential project



# Making I-25 Safe for all users







December 1, 2015

Gov. John Hickenlooper  
Room 127 – State Capitol  
Denver, CO 80203

Dear Governor Hickenlooper:

Colorado’s road funding crisis must be addressed.

We appreciate your continued focus on the growing crisis that faces our roads and bridges. From safety concerns, to delayed repairs to the need for significantly more capacity on a number of our key traffic arteries, the status quo threatens the vibrancy of our economy, our attractiveness as a destination for business and tourism and our quality of life. We agree with and applaud your statement to the Joint Budget Committee that our transportation challenges threaten our economic competitiveness.

While we are heartened that Colorado is a desired destination for families and businesses, the sharp growth in our population also presents a challenge: the burden on our infrastructure continues to expand. Travel times are increasing. The ability to engage in commerce becomes more challenging by the year. Tourist destinations become less attractive because it is a growing challenge to get there and back in a reasonable time.

One study of just the I-25 corridor showed that businesses there are losing \$56 million in revenue each year due to congestion along that transportation artery. Those challenges are replicated along the I-70 West corridor and other important corridors throughout Colorado.

The people of Colorado understand this. According to recent polling, voters believe funding Colorado's roads should be the highest funding priority. Moreover, 9 out of 10 voters believe Colorado's roads are in "desperate need of repair."

We strongly support your desire to make the repair and expansion of Colorado's roads and bridges a priority again. We are prepared to work with both parties in the Legislature to enact a strong, pro-taxpayer, pro-jobs solution to dedicate and leverage significant dollars annually from the state's General Fund into our roads and bridges. We must place a priority not only in addressing delayed and deferred repairs but to focus on expanding capacity.

We stand with you and your Administration in your efforts to address this continuing and growing crisis. Let's work together to make 2016 the year we stopped talking about our transportation funding challenge and instead achieved a solution worthy of the people of Colorado.

Sincerely,

David May  
President and CEO, Ft. Collins Chamber of Commerce  
Chairman, Fix 1-25 North Coalition

Dirk Draper  
President and CEO, Colorado Springs Business Alliance

Diane Schwenke  
President, Grand Junction Chamber of Commerce

Rod Slyhoff  
President, The Greater Pueblo Chamber

Robert Golden  
President and CEO, South Metro Denver Chamber

Mindy McCloughan  
President and CEO, Loveland Chamber of Commerce

Cathy Shull  
Executive Director, Progressive 15

Sarah MacQuiddy  
President, Greeley Chamber of Commerce

Laurel LaBonde  
Chair, Northern Colorado Legislative Alliance

Christian Reece  
Executive Director, Club 20

Jeff Wasden  
President, Colorado Business Roundtable

Cc: Dickey Lee Hullinghorst, Speaker of the House  
Bill Cadman, Senate President  
Brian DelGrosso, House Minority Leader  
Lucia Guzman, Senate Minority Leader  
Randy Baumgardner, Chair, Transportation Committee  
Shailen Bhatt, Colorado Department of Transportation  
Rep. Millie Hamner, Chair, JBC  
Sen. Kent Lambert, Vice Chair, JBC  
Sen. Kevin Grantham, JBC  
Sen. Patrick Steadman, JBC  
Rep. Dave Young, JBC  
Rep. Bob Rankin, JBC

# FAST ACT

The Fixing America's Surface Transportation (**FAST**) Act is five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety.

## **ROADS & BRIDGES**

- Facilitates commerce and the movement of goods by refocusing existing funding for a National Highway Freight Program and a Nationally Significant Freight and Highway Projects Program
- Expands funding available for bridges off the National Highway System
- Converts the Surface Transportation Program (STP) to a block grant program, increases flexibility for states and local governments, and rolls the Transportation Alternatives Program into the STP Block Grant
- Streamlines the environmental review and permitting process to accelerate project approvals
- Eliminates or consolidates at least six separate offices within the Department of Transportation and establishes a National Surface Transportation and Innovative Finance Bureau to help states, local governments, and the private sector with project delivery
- Increases transparency by requiring the Department of Transportation to provide project-level information to Congress and the public
- Promotes private investment in our surface transportation system
- Promotes the deployment of transportation technologies and congestion management tools
- Encourages installation of vehicle-to-infrastructure equipment to improve congestion and safety
- Updates research and transportation standards development to reflect the growth of technology

## **PUBLIC TRANSPORTATION**

- Increases dedicated bus funding by 89% over the life of the bill
- Provides both stable formula funding and a competitive grant program to address bus and bus facility needs
- Reforms public transportation procurement to make federal investment more cost effective and competitive
- Consolidates and refocuses transit research activities to increase efficiency and accountability
- Establishes a pilot program for communities to expand transit through the use of public-private partnerships
- Eliminates the set aside for allocated transit improvements
- Provides flexibility for recipients to use federal funds to meet their state of good repair needs
- Provides for the coordination of public transportation services with other federally assisted transportation services to aid in the mobility of seniors and individuals with disabilities
- Requires a review of safety standards and protocols to evaluate the need to establish federal minimum safety standards in public transportation and requires the results to be made public

## **HIGHWAY & MOTOR VEHICLE SAFETY**

- Focuses funding for roadway safety critical needs
- Increases percentage of National Priority Safety Program states can spend on traditional safety programs
- Ensures more states are eligible for safety incentive grant funds and encourages states to adopt additional safety improvements
- Encourages states to increase safety awareness of commercial motor vehicles

## ★★★ SUMMARY ★★★

- Increases funding for highway-railway grade crossings
- Requires a feasibility study for an impairment standard for drivers under the influence of marijuana
- Improves the auto safety recall process to better inform and protect consumers
- Increases accountability in the automobile industry for safety-related issues

### TRUCK & BUS SAFETY

- Overhauls the rulemaking process for truck and bus safety to improve transparency
- Consolidates truck and bus safety grant programs and provides state flexibility on safety priorities
- Incentivizes the adoption of innovative truck and bus safety technologies
- Requires changes to the Compliance, Safety, Accountability program to improve transparency in the FMCSA's oversight activity
- Improves truck and bus safety by accelerating the introduction of new transportation technologies

### HAZARDOUS MATERIALS

- Grants states more power to decide how to spend training and planning funds for first responders
- Requires Class I railroads to provide crude oil movement information to emergency responders
- Reforms an underutilized grant program for state and Indian tribe emergency response efforts
- Better leverages training funding for hazmat employees and those enforcing hazmat regulations
- Requires real-world testing and a data-driven approach to braking technology
- Enhances safety for both new tank cars and legacy tank cars
- Speeds up administrative processes for hazmat special permits and approvals
- Cuts red tape to allow a more nimble federal response during national emergencies

### RAILROADS

- Provides robust reforms for Amtrak, including reorganizing the way Amtrak operates into business lines
- Gives states greater control over their routes, by creating a State-Supported Route Committee
- Speeds up the environmental review process for rail projects
- Creates opportunities for the private sector through station and right-of-way development
- Consolidates rail grant programs for passenger, freight, and other rail activities
- Establishes a Federal-State Partnership for State of Good Repair grant program
- Strengthens Northeast Corridor planning to make Amtrak more accountable and states equal partners
- Allows competitors to operate up to three Amtrak long-distance lines, if at less cost to the taxpayer
- Strengthens passenger and commuter rail safety, and track and bridge safety
- Preserves historic sites for rail while ensuring that safety improvements can move forward
- Unlocks and reforms the Railroad Rehabilitation and Improvement Financing (RRIF) loan program
- Includes reforms to get RRIF loans approved more quickly with enhanced transparency
- Provides commuter railroads with competitive grants and loans to spur timely Positive Train Control implementation
- Provides competitive opportunities for the enhancement and restoration of rail service

### ADDITIONAL PROVISIONS

- Includes bipartisan measures to simplify rules and regulations, aid consumers, assist low-income housing residents, and help build a healthier economy
- Includes bipartisan provisions to provide energy infrastructure and security upgrades
- Streamlines the review process for infrastructure, energy, and other construction projects

### FINANCING PROVISIONS

- Includes fiscally responsible provisions to ensure the bill is fully paid for
- Ensures the Highway Trust Fund is authorized to meet its obligations through FY 2020
- Directs offsets from the FAST Act into the Highway Trust Fund to ensure fund solvency
- Reauthorizes the dedicated revenue sources to the Highway Trust Fund, which periodically expire