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 Kathy Gilliland
 Transportation Commission

MPO Staff

Terri Blackmore
 Executive Director
 Becky Karasko
 Regional Transportation Planning
 Director
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance and Operations Manager

Next Council Meeting
September 1, 2016
Milliken Town Hall
1101 Broad Street
Milliken, CO

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

August 4, 2016

**Riverside Library & Cultural Events Center
 Banquet Room
 3700 Golden Street
 Evans, 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 on the Agenda)

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-July 7, 2016 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division Report (Handout)

Metropolitan Planning Organization (MPO) Agenda REPORTS:

Estimated Time

- | | | |
|--|------------------|-------|
| 4. Executive Director Report (Pg. 14) | Terri Blackmore | 5 min |
| 5. Report of the Chair | | |
| • Executive Director Goals & Accomplishments for Evaluation (Pg. 17) | Gerry Horak | 5 min |
| 6. TAC (Pg. 19) | (Written Report) | |

ACTION ITEM:

- | | | |
|--|---------------|--------|
| 7. Additional STP Metro and CMAQ Funding Allocation (Pg. 21) | Aaron Buckley | 10 min |
|--|---------------|--------|

DISCUSSION/ACTION ITEM:

- | | | |
|--|---------------|--------|
| 8. FY2016 Q3 TIP Amendment-US 34 PEL (Pg. 7) | Aaron Buckley | 10 min |
|--|---------------|--------|

PRESENTATIONS:

- | | | |
|--|-------------|--------|
| 9. Greeley-Weld County Airport | Gary Cyr | 10 min |
| 10. Northern Colorado Regional Airport | Jason Licon | 10 min |

DISCUSSION ITEM:

- | | | |
|---|-------------------|--------|
| 11. Critical Urban Freight Corridors (Pg. 30) | Schneiders/Wallis | 20 min |
|---|-------------------|--------|

COUNCIL REPORTS:

Transportation Commission Report	Kathy Gilliland	
CDOT Region 4 Report	Johnny Olson	
North I-25 Coalition	Joan Shaffer	
Highway 34 Coalition	Sean Conway	
STAC	Sean Conway	
Host Council Member Report	John Morris	
Other Council Members Reports	Council Members	

MEETING WRAP-UP:

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



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically 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 MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
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.

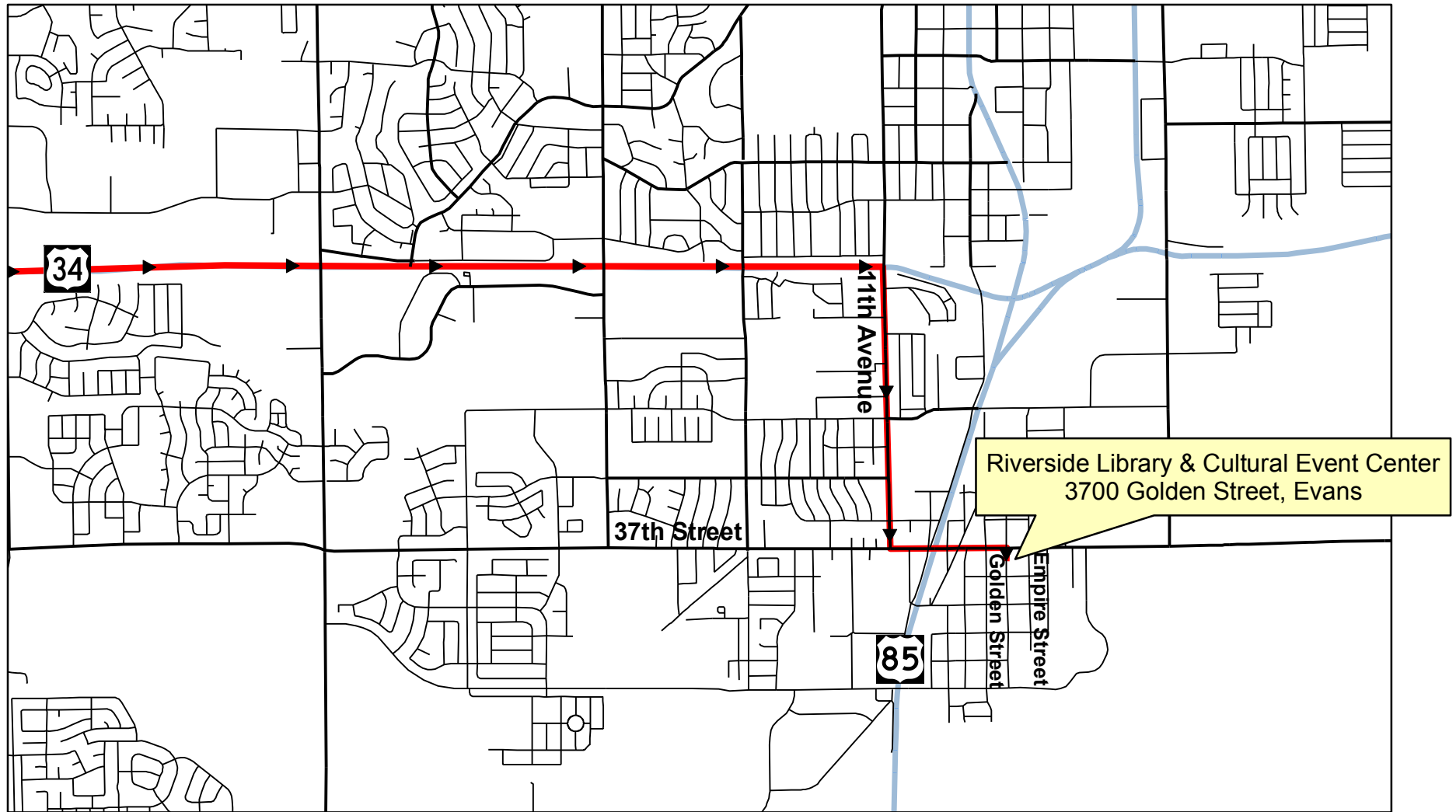
GLOSSARY

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

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

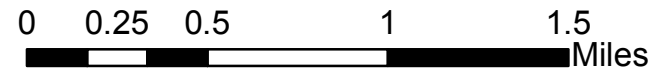
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP)	Recreational Trails Funds - FHWA Environment funds
SAFETEA-LU	Safe, Accountable,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

Directions to Riverside Library & Cultural Event Center 3700 Golden Street, Evans



Directions

Take I-25 to Exit 257
Go east on US-34 / Eisenhower Blvd
Take a right on 11th Avenue
Take a left on 37th Street
Take a right on Golden Street



July 7, 2016 Council Meeting Minutes

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

**July 7, 2016
Severance Town Hall
3 S Timber Ridge Parkway
Severance, CO**

Voting Members

Present

Gerry Horak-Chair -Fort Collins
Jennifer Baker -Berthoud
Mark Clark -Evans
Tom Norton -Greeley
Troy Mellon -Johnstown
Tom Donnelly -Larimer County
Sharon Lookhart -LaSalle
Joan Shaffer -Loveland
Don Brookshire -Severance
Paul Steinway -Timnath
Kathy Gilliland -Trans. Comm.
Sean Conway -Weld County
Kristie Melendez -Windsor

Absent

Chris Colclasure -CDPHE
Kevin Ross -Eaton
Linda Measner -Milliken
*No member -Garden City

MPO Staff:

Terri Blackmore, Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance and Operations Manager; Alex Gordon, Transportation Planner II/Mobility Coordinator; Aaron Buckley and Medora Kealy, Transportation Planners.

In Attendance:

Dawn Anderson, Jeff Bailey, Julie Cozad, Brett Eckelkamp, Wayne Howard, Myron Hora, William Karspeck, Alison Koster, Suzette Mallette, Claudia Reich, Kathy Seelhoff, Gary Thomas, Nick Wharton.

Chair Horak called the MPO Council meeting to order at 6 p.m.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE MEETING AGENDA:

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

APPROVAL OF THE MINUTES:

Donnelly ***moved*** to approve the June 2, 2016 meeting minutes with one minor change. The motion was ***seconded*** and ***passed*** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Horak opened the Air Quality portion of the meeting.

Air Pollution Control Division Report

A written report was provided.

Regional Air Quality Council –RAQC

Blackmore briefly reviewed information from the June 30, 2016 RAQC Report with the Council. She indicated that Council members wanting Air Quality educational banners in their community should contact Alex Gordon.

Metropolitan Planning Organization (MPO) Agenda

Chair Horak opened the MPO portion of the meeting.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, announced that she had received information on July 7th that Colorado had not been awarded a FASTLANE Grant. She summarized the list of awards distributed throughout the country and indicated she would be sending out the official FASTLANE FY 2016 Proposed Awards letter as well as any debriefing correspondences to the Council members. She indicated that she remained optimistic that the CDOT TIGER Grant would be awarded. Then she briefly reviewed information from the July 2016 Director's Report and added that the Financial Statements & Independent Auditor's Report FYE December 31, 2015 was now posted on the NFRMPO website and that there were two new VanGo™ staff members who would be attending the August meeting.

Chair Horak requested that TAC also receive and review all of the FASTLANE documents to assess what the contributing factors may have been for those communities that were awarded grant funding.

Report of the Chair:

Chair Horak welcomed Kristie Melendez, Mayor of Windsor, back to the Council and recognized alternates Mark Clark, City of Evans and Sharon Lookhart, Town of La Salle. He then reported that Gary Cyr, Airport Manager at the Greeley-Weld County Airport; and Jason Licon, Airport Director at the Northern Colorado Regional Airport, will be giving a presentation to the Council at the August 4th meeting.

Finance:

Donnelly acknowledged Horak for his leadership with the FASTLANE Application process and his participation in the MPO lease negotiations with Blue Ocean Enterprises that led to a favorable outcome then he reviewed information from the June 16, 2016 Finance Committee Report and Meeting Minutes.

TAC:

A written report was provided.

Mobility:

A written report was provided.

ACTION ITEMS:

1st Quarter 2016 Unaudited Statements and Investment Report

Crystal Hedberg, Operations and Finance Manager, indicated that the 1st Quarter Unaudited Financial Statements were in the packet and offered to answer questions.

*Shaffer **moved** to accept the 1st Quarter 2016 Unaudited Financial Statements. The motion was **seconded** and it **passed** unanimously.*

Revision Process for CMP Travel Time Index Target

Kealy briefly reviewed information from the Revision Process for CMP Travel Time Index Target AIS, Calibration of TTI Performance Measure Target memo to TAC, and the 2015 TAC Identified Areas of Congestion Map with the Council. She explained that the current Travel Time Index (TTI) target 80 percent of the Regionally Significant Corridors under the threshold of 2.5, which means that during the average peak periods (7-9 am and 3-6pm) it takes two and a half times longer to travel the indicated route than in non-peak periods. She added that there is now preliminary analysis that shows that a TTI target between 1.2 and 1.4 may be more representative of the congested locations, which may make maintaining at least 80% on Regionally Significant Corridors (RSC's) a little too ambitious. TAC will be reviewing that data at their July meeting before bringing a new target recommendation to Council for approval in August which, once approved, will become the new target for future CMP Annual Reports.

Norton questioned what assumptions went into the model. Kealy clarified that this was not model data, and explained that the data which comes from INRIX, a private company, that uses sensors along roadways to monitor the speed of traffic as it passes a sensor throughout a day. Travel time data chosen from specific times of day is then analyzed against free flow travel times. The current task is to decide which threshold should be considered "congested" and then use that threshold to determine what percentage of roadways are meeting that new target requirement. Mellon asked how many roadways on the provided map had INRIX monitors set up. Kealy replied that approximately 2/3 of the RSC's were being monitored.

Mellon noted his skepticism regarding the accuracy of the speeds on many roadways, especially in Johnstown. Blackmore indicated that once the TTI is determined the TAC and MPO Staff would be reviewing the map to ensure the data was actually coming from RSC's. She added that additional equipment was being purchased over a period of time to expand the data collection that INRIX equipment currently provides. It will require CDOT's assistance to get them installed, and then the communities are responsible for reporting the data to the MPO staff. Norton asked how the data being collected from multiple sources is getting onto a common platform that can be used in a consistent manner. Kealy replied that the INRIX data was purchased by CDOT who then gave access to the MPO, and indicated that the INRIX data had not yet been integrated into the regional travel demand model or the provided map. She added that the two data sources would be considered by TAC to determine which threshold brings them closest to the identified areas of congestion.

Council discussion ensued regarding the accuracy of the methods used for the data collection, which roadways should, or should not, be included in the collection process, and what data sets were considered in determining the new target. Horak concluded the discussion by requesting that TAC receive Council's feedback, opinions for unrated segments be collected, methods used be clearly identified (opinion or data), and that the data collection needs for smaller communities be addressed. He also requested that TAC verify the adequacy and accuracy of current data and bring their recommendations to the Council at the August 4th meeting.

2016 CMP Annual Report

Kealy briefly reviewed information from the 2016 Congestion Management Process Annual Report AIS with the Council. Donnelly noted his concern that the map data was incomplete. Blackmore stated that although some new readers were installed at the end of 2015, Fort Collins was the only community with readers throughout the year. She assured the Council that the coverage will get better in time as the increased budget for local readers would take effect in October. Baker stressed the importance of data collection funding from smaller communities that are so greatly impacted by the regional traffic, citing CR 17 and US 287 in Berthoud as examples. Blackmore clarified that the readers are paid for by the MPO but help is needed by the municipalities for installation and data retrieval. Horak requested that the TAC prioritize who should receive the readers since there were not enough for everyone, adding that he hoped the Counties would also provide assistance. Norton suggested the data results also identify how major road congestion is affecting smaller roads.

*Conway **moved** to approve Resolution 2016-11 Approving the 2016 CMP Annual Report. The motion was **seconded** and it **passed** unanimously.*

CDOT Request for Reallocation of STP Metro Funds

Blackmore briefly reviewed information from the CDOT Request for Reallocation of STP Metro Funds memo with the Council. Norton asked for clarification because RAMP funds could not be transferred just for design. Blackmore replied that was correct and that the funds had to be used by the end of 2017 which was a very short timeframe for RAMP funds. Gilliland noted that CDOT Region 1 would also be vying for the excess funds so it was essential that the MPO clearly state how the funds would be so beneficial to Region 4.

*Norton **moved** to approve Resolution 2016-12 Approving the Reallocation of STP Metro Funds to North I-25 Design and Row. The motion was **seconded** and it **passed** unanimously.*

Horak expressed his appreciation for Blackmore's effort in obtaining support from the Council members of the reallocation which allowed Johnny Olson, CDOT R4, the groundwork needed to move forward with the funding transfer request.

DISCUSSION ITEM:NFRMPO Schedule of Work

Blackmore reviewed the NFRMPO Schedule of Work memo and schedule spreadsheet with the Council. Norton asked if Blackmore believed they could meet CDOT's new earlier timeline. Blackmore replied that the proposed schedule had been discussed with the TAC and they understood the importance of staying on track with the Call for Projects process. Because that process went very smoothly in 2015, and the same process was expected to be followed this year, she was confident that they could get it completed in time to get the Transportation Improvement Plan (TIP) amended and get conformity on both that and the UPWP at the same time. She emphasized the importance of determining Air Quality Conformity prior to the May 2017 deadline in order to pass and retain eligibility to spend federal funds. She added that once the standard changes to 70 ppb, it will be difficult to pass until other changes such as a new vehicle mix, would make passing conformity much more probable. Norton asked for confirmation that the Call for Projects process was not expected to change. Dawn Anderson, TAC Chair, indicated that the process had been discussed and the current measures were found to be acceptable at the June 15th meeting. Horak requested having the updated schedule brought to the Council on a quarterly basis. Blackmore agreed to accommodate that request.

COUNCIL REPORTS:Transportation Commission Report

Gilliland reported on the following:

- The final grand opening of US 36 multi-modal corridor was celebrated on June 18th. All elements of the well-used highway are now open, including the bike trail. The highway boasts being the first buffer-separated Express Lanes in Colorado, the first bus-on-shoulder program in the state, the first Diverging Diamond Interchange in the Denver-metro area, the first Active Traffic Management System and the first commuter-specific bikeway along a Colorado highway. The highway also received Western Association of State Highway and Transportation Officials (WASHTO) Project of the Year Award for bringing its high value and innovation Public-Private Partnerships (P3) to transportation development in the U.S.
- CDOT was recognized by WASHTO for the US 6 Bridges Design Build project in Denver and the I-70 Mountain Express Lane project between Empire and Idaho Springs.
- Transportation Commissioners and local elected officials celebrated the start of construction on the North I-25 Express Lanes project from 120th Avenue to Northwest Parkway/E-470 and hosted a groundbreaking ceremony.
- Variable toll charges will begin July 12th on the new Interstate-25 Express Lanes between U.S. 36 and 120th Avenue. The lanes have been very successful at mitigating congestion on the corridor.
- US 34 will be open to through traffic in both directions throughout the summer. But when construction work begins in July between mile points 77 and 80 (from just east of Drake to the

Cedar Cove area), there will be short-duration lane closures and traffic stops for rock-blasting operations. Full closure will begin after Labor Day.

Blackmore noted that there are new conversations taking place regarding VanGo™ vanpools for Estes Park residents. There is a chance that riders would be allowed access on US 34. She will update the Council during her Executive Director report as appropriate. Shaffer offered to request support from the City of Loveland for the Estes vanpool.

CDOT Region 4

There was no CDOT R4 report.

North I-25 Coalition

Shaffer reported the following topics were discussed at the July 6th meeting:

- TIGER/FASTLANE Updates
- FIX Colorado Roads
- FRA Quiet Zone Rule

Highway 34 Coalition

Conway reported that there had not been a meeting in July and that the next meeting would be just prior to the MPO Council meeting on August 4th in Evans. They are looking forward to getting a response on the US 34 PEL RFP, input from the communities has been positive. He reminded the Council that the PEL contract with the consultant could be amended if the communities request and pay for additions to the study.

STAC Report

Conway briefly reviewed information from the STAC Summary- June 24th, 2016 and noted that CDOT planning staff would be presenting at the July 29th STAC meeting to address STAC member's concerns regarding the State's proposed Critical Urban/Critical Rural Freight Corridors map. Karasko explained the new designation is a requirement of the FAST Act with MPO's over 500,000 identifying the corridors and reporting it to CDOT. For MPO's under 500,000, including the NFRMPO, CDOT's Region 4 will work with the MPO on identifying the corridors. The Planning Council will be asked to concur and support CDOT's recommendation. CDOT will discuss Critical Urban Freight Corridors the July 20th TAC meeting. He encouraged Council members to be involved with the process in whatever manner available to them.

Host Council Report

Mayor Brookshire thanked everyone for coming to Severance and acknowledged John Holdren for preparing the food and everyone who had helped with the set-up. He then reported the following for the Town of Severance:

- Phase I of Severance's Downtown Improvement Project, which includes storm drainage and roadway enhancements, is expected to be completed by the end of summer. Phase II will begin shortly thereafter.
- Seven new development applications will bring new homes and new growth similar to what the town experienced in the late 1990's.
- A community recreation master plan is currently being drafted.
- Severance Days are August 12 & 13 and will include a pancake breakfast, beer garden, parade and steak and hot dog dinner. All are invited to attend.

Windsor- Melendez reported that the Town of Windsor plans to complete their \$6.1M recreation center expansion project in early October. A roundabout is planned for the intersection at Eastman Park & 7th. Thirteen Rail Quiet Zones are expected to be in place by October 1st.

Evans- Clark announced that the 37th Street and US 85 project went out to bid and construction is expected to begin in mid-August, road closures and delays are expected. The new Kum N' Go convenience store at 31st Street and US 85 broke ground recently, construction is expected to begin soon. Various bridge work is being completed around the City of Evans.

LaSalle- Lookhart reported LaSalle Day is July 17th and roads and sidewalks are being built at the Dove Hill subdivision.

Greeley- Norton reported that summer construction projects continue to require occasional road closures in Greeley. The \$12M Capital Improvement Plan is progressing well. They are pleased to welcome several new subdivisions and a new hotel.

Weld County- Conway announced that WCR 49 construction is under way at the south end near I-76; the majority of the project is expected to be complete by the end of summer. Sign up for WCR real-time notifications and updates on their website. He acknowledged the City of Greeley for doing a great job with this year's Greeley Independence Stampede and mentioned that Island Grove Park's new Buckle Bar was a great new venue that added a lot to the festivities.

Johnstown- Mellon was honored to report that Johnstown had been featured in the July edition of the MPO Newsletter *On the Move*. Liberty Firearms Institute held its Grand Opening over 4th of July weekend. The high-end facility boasts a 50,000 square foot, state-of-the-art, underground shooting range that even allows for skeet shooting. The facility has already submitted for an expansion due to its popularity and success. He encouraged all to visit the facility.

Loveland- Shaffer announced the following:

- Loveland's new City Manager is Steve Adams, former Director at Loveland Water and Power.
- The Loveland Sertoma Club will hold their 10th Annual Loveland Loves BBQ, Bands and Brews event on July 15 and 16 in downtown Loveland.
- Sculpture in the Park event is August 12-14.
- The City of Loveland is grateful for CDOT and MPO funding assistance for the Byrd Drive extension near the Northern Colorado Regional Airport.

Timnath- Steinway reported that the Town of Timnath had their first ever 4th of July fireworks show which was attended by approximately 4,000 people. A ribbon-cutting was held at the new Taco Bell and construction has begun on the new Starbucks and a new medical office building near Costco which will be the home for the Pediatric Urgent Care of Northern Colorado, Fort Collins Youth Clinic and Colorado School of Medicine in conjunction with Children's Hospital. It is the first of its kind along I-25 and is expected to draw patients from around the region. It is expected to open in the fall.

Berthoud- Baker announced that a special election will be held on August 9th for Mayor of Berthoud. Three candidates will be on the ballot. A candidate forum was held on July 7th.

Larimer County- Donnelly reported that there will be a ribbon-cutting for the opening of CR43, connecting Glen Haven to Drake, on July 14th and a representative from the Central Federal Lands will be in attendance.

MEETING WRAP-UP:

Final Public Comment:

Conway recognized that Brett Eckelkamp from Congressman Buck's office had been present at the meeting.

Next Month's Agenda Topic Suggestions:

- 1) Northern Colorado Regional Airport and Greeley-Weld County Airport presentations.
- 2) Travel Time Index Target recommendations from TAC

The meeting was adjourned at 7:35 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Executive Director Report: August 2016

August 2016 Director's Report

Air Quality Outreach

- The Transfort buses and Loveland buses have the Air Quality bus tails on them reminding drivers to take care of the Air
- The Greeley buses bus backs will debut in August
- Staff have attended local events in LaSalle and Eaton handing out the bags and balloons
- On August 13, staff will have a table, take surveys for the Non-motorized plan, and hand out materials for Air Quality at Beef N Bean day and Severance days
- On August 18 and 19, staff will be at the Old Fashioned Corn Roast in Loveland
- On September 4 and 5, staff will be at the Windsor Harvest Festival

VW Proposed Partial Consent Decree

- The Department of Justice has published a notice of a Partial Consent Decree for 2.0 liter engines that operate with the emission defeat software
- Comments will be accepted through August 5
- All states, Puerto Rico and Tribes are eligible to apply for status
- VW is required to establish \$2.7B to mitigate excess emissions with funds distributed based on vehicles in that state
- VW must set aside up to \$10.33 to recall at least 85% of the vehicles with the defeat software
- VW must set aside \$2B for Zero Emission charging stations, zero emission education, and to improve access to Zero Emission Vehicles (ZEV) through Car share and rideshare programs
- Trustee expected to be selected by mid-2017
- More information available at <http://bit.ly/2aswWj9>

Additional STP, CMAQ and TAP Funding

- Due to project closures and additional funding through the FAST act the following additional funds were allocated to projects
- STP Metro - \$491,259
 - \$467,942 to Loveland US-34 widening project
 - \$23,317 to Evans 65th Street widening project
- CMAQ - \$325,278
 - \$60,492 to GET for CNG buses
 - \$135,000 to Transfort for CNG buses
 - \$129,786 to Weld for CNG vehicles
- TAP
 - \$10,362 will be added to the FY 2020 and FY 2021 call for projects

Fix N I-25

- The next N I-25 Funding Subcommittee meeting is scheduled for August 12 from 11:30 to 1:00 pm at Perkins at Crossroads

NFRMPO Staff Changes

- Jenna Levin left the MPO on July 1 to pursue other opportunities
- Jeff McVay's last day with the MPO was on July 22.

VanGo™ Restructuring

- Shane Armstrong is working full-time as the VanGo Customer Service representative
- Valerie Vollman is providing VanGo administrative and financial support and limited MPO administrative support

VanGo™

- MPO/VanGo™ staff are working with FTA and Transfort to identify a process that allows the sale of FTA funded vans without having to return 80% of the funding
- The MPO/VanGo have submitted the draft Request for Proposal to CDOT for concurrent review while waiting for the 2016 FASTER Van purchases
- The MPO/VanGo received a FY 2017 FASTER award of \$186K for vehicle acquisition
- The MPO is working to update an IGA with the City of Fort Collins for the maintenance of the VanGo™ vehicles
- The MPO is hoping to establish VanGo maintenance in Loveland
- VanGo™ will be sending out an RFP for a fare study and an app for NTD reporting.

FY 2017 Unified Planning Work Program (UPWP)

- Staff have sent the UPWP and CPG scope of work to CDOT for completion of the FY 2017 contract

Bike/Pedestrian Counters

- The MPO loaned the three mobile counters to Loveland for counts that will support their Transportation Alternative application
- The counters have been placed on the City of Loveland Recreational Trail south of E US 34 underpass and at the Emerald Glen Open Space west of Wilson
- For more information on the training or to reserve the counters, contact Aaron Buckley at 970-416-2309 or by email abuckley@nfrmpo.org

Mobility Committees

- The Weld County Mobility Committee July meeting was cancelled and the next meeting will be held in October to kick off the Coordinated Human Services Plan
- The next Larimer County Mobility Committee meeting is scheduled for August 18 and they will be part of the October joint meeting to kick off the Coordinated Human Services Plan

NFRMPO Documents available electronically or as printed copies

- To assist with public outreach, staff has designed and printed the following documents:
 - NFRMPO and VanGo™ Brochures
 - 2015 Annual Report
 - **2040 RTP Brochure**
 - Mobility Postcards
 - Mobility Rider's Guide
 - Quarterly Newsletter
- Any Planning Council member who would like extra copies of any of the documents can contact me at tblackmore@nfrmpo.org

Report of the Chair: August 2016
Executive Director Evaluation Process

ARTICLE XI - STAFFING AND SUPPORT

1. The administration and coordination needs of the Council shall be provided by the Council staff.
2. To provide for the operation of the Council activities, the Council shall appoint an Executive Director. The Executive Director shall hire and assign titles and duties to the staff for the completion of the activities of the Council.
3. The Council shall review the performance of the Executive Director on an annual basis using the following guidelines:
 - a. August – The Executive Director will provide his/her annual Goals and Accomplishments Report to the Executive Committee at least one week prior to the August Council Meeting. The Executive Committee will share the report with the Council at the August meeting.
 - b. September – The Executive Committee will meet informally with MPO staff to determine which evaluation survey process is appropriate for that year (e.g., internal, 360, staff only, Council only, etc.)
 - c. October – Conduct the survey chosen by the Executive Committee at the beginning of the month in order to provide results at the November Council Meeting.
 - d. November – Provide survey results to the Executive Director and the Council.
 - e. December – Hold Executive Session at the December Council meeting to complete the evaluation process and finalize any negotiations.
 - f. January (of the following year) – Review, discuss and deliberate, and vote on the Executive Director Evaluation and contract as appropriate.

These are suggested guidelines only, and are provided to assist both the Council and the Executive Director in calendaring events as they progress towards the Executive Director's annual review. Deviation from these guidelines is permissible and at the Council's discretion. More specific requirements and expectations for both the Council and the Executive Director may be warranted and should be negotiated and addressed within the scope of the Executive Director's contract.

COMMITTEE REPORT: TAC – July 20, 2016

**Executive Summary of the
TECHNICAL ADVISORY COMMITTEE (TAC)
July 20, 2016**

APPROVAL OF THE JUNE 15, 2016 TAC MINUTES

The June 15, 2016 TAC meeting minutes were approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

Additional STP Metro and CMAQ Funding Allocation – Karasko reviewed the additional funding allocation from the most recent CDOT reconciliation. Additional STP Metro funds will be allocated to the Loveland US 34 Widening Project and the Evans 65th Avenue Widening Project. Additional CMAQ funding will be allocated to Greeley Evans Transit, Transfort, and Weld County. Additional TAP funding will be rolled into the FY20-21 Call for Projects to be held this summer. Lundquist moved for approval, and the motion was approved unanimously.

Travel Time Index (TTI) Target Revision – Kealy reviewed the purpose and process of updating the TTI target. Discussion regarding the need to decide on a revision at the meeting occurred. Holdren moved to postpone further discussion of the TTI Target Revision until the April 2017 TAC meeting, and the motion was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Regional Transit Items – Jones reported a meeting was held to discuss a draft survey for the Fort Collins-Windsor-Greeley transit route. Ravenschlag introduced David Averill as Transfort's new Capital Planning and Grants Compliance Manager. Klockeman reported Loveland is working to fill the Transit Manager position and stated he is providing support to the City in the interim.

Senior Transportation – Thomas stated the Governor's Strategic Action Planning Group on Aging continues to meet and discuss strategic legislation to help seniors with transportation. Thomas also reported Larimer County issued an RFP for its Senior Transportation Needs Report.

Regional Air Quality Council – Brimmer stated RAQC took action on the SIP in June. RAQC will submit a request to AQCC for a public hearing on the SIP in October. The SIP will go to the Legislature in January and to EPA in spring 2017. APCD continues to meet with industries about Reasonably Available Control Measures (RACM). Ozone season has been mostly quiet this year with no exceedances at Fort Collins West.

DISCUSSION

Critical Urban Freight Corridors – Jason Wallis, CDOT, provided information about Colorado's Critical Urban Freight Corridors (CUFCs). The FAST Act requires the State, and in certain cases, Colorado MPOs, to designate 160 miles as Critical Rural Freight Corridors (CRFCs) and 80 miles as CUFCs. Each CDOT Region will be involved in selecting the final submitted corridors.

FY2016 Q3 TIP Amendment – Buckley presented the 3rd Quarter TIP Amendment.

NFRMPO Schedule of Work – Blackmore presented the schedules for the Freight Northern Colorado Plan, FY18 UPWP, 2040 RTP Amendment, FY2018-21 TIP, Air Quality Conformity, Non-Motorized Plan, and the Coordinated Public Transit/Human Services Transportation Plan. Gordon provided the schedule for the FY2020-21 Call for Projects, which opens on July 25.

Proposed Volkswagen Settlement – Blackmore provided information about the Department of Justice's settlement with Volkswagen, which will provide at least \$61.3M to Colorado over 10 years. Blackmore will forward information to TAC members from the Federal Register.

**ACTION ITEM: Additional STP Metro and
CMAQ Funding Allocation**

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
August 4, 2016 Evans, CO	Additional STP Metro, CMAQ & TAP Funding Allocation	Aaron Buckley
Objective / Request Action		
Review and approve allocation of additional FY2015-FY2017 STP Metro and CMAQ funds.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • CDOT's Office of Financial Management and Budget (OFMB) completed its reconciliation adjustments for FY2015-FY2016 • The reconciliation lists an additional STP Metro allocation of \$491,259 for the NFRMPO • The reconciliation lists an additional CMAQ allocation of \$325,278 for the NFRMPO • Additional allocation is to be programmed for NFRMPO FY2016 STP Metro and CMAQ projects in the FY2016-2019 TIP • The reconciliation also shows an additional TAP allocation of \$10,362 for the NFRMPO. This additional funding will be rolled into the Call for Projects for FY 2020-2021. 		
Committee Discussion		
<p>At their June 15, 2016 meeting, TAC members discussed the additional allocation of funds from CDOT. Members requested the highest ranking STP Metro project, the Loveland US 34 Widening Project, receive the additional STP Metro allocation. The CMAQ pools were discussed and it was agreed TAC would hold discussions offline for the affected transit agencies to decide on the allocation within the CNG Bus Replacement Pool. CDOT staff noted there could be additional funds in all three funding pools in the June 30, 2016 year end CDOT reconciliation. TAC members requested the item along with any additional funds from the June 30, 2016 reconciliation be brought back to the July 20, 2016 TAC meeting as an Action Item.</p>		
<p>Additional STP Metro allocation of \$491,259:</p>		
<ul style="list-style-type: none"> • Allocate \$467,942 (Large Community portion of \$351,250 plus \$116,692 payback from Small Community pot) to the Loveland US 34 Widening Project for FY2017 • Allocate remaining \$23,317 (small pot) to the Evans 65th Widening Project for FY2017 		
<p>Additional CMAQ allocation of \$325,278:</p>		
<ul style="list-style-type: none"> • Signal Timing Pool (4.1%): \$13,336 <ul style="list-style-type: none"> • Loveland requested this funding be moved to the CNG Bus Replacement Pool • CNG Bus Replacement Pool (56%): \$195,492 (\$182,156 plus \$13,336) <ul style="list-style-type: none"> • Greeley Evans Transit (GET): \$60,492 • Transfort: \$135,000 • City of Loveland Transit (COLT): \$0 • CNG Equipment Pool (39.9%): \$129,786 <ul style="list-style-type: none"> • Weld County: \$129,786 		
<p>Funding tables were presented at the July 20, 2015 TAC meeting, based on recommendations from impacted parties. TAC unanimously moved to approve the additional STP Metro & CMAQ allocations as presented.</p>		

Supporting Information

On May 16, 2016, CDOT's OFMB released a memo detailing reconciliation adjustments for FY2015-FY2016 allocations. The changes included additional STP Metro and CMAQ allocations for the NFRMPO based on actual revenues received from FHWA. The adjustments are being applied to currently open FY2016 pools; however, the allocations are being rolled forward to FY2017 due to CDOT's STIP deadlines.

Affected parties, including COLT, GET, Larimer County, Loveland, Transfort, and Weld County, discussed allocations offline for the additional STP Metro and CMAQ funds in FY2017. See attached tables for specific allocation totals.

Advantages

Allocating additional STP Metro and CMAQ funds ensures they are programmed and available for projects in a timely manner and allows the TIP to remain fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

TAC and Staff request Planning Council review and approve the additional STP Metro and CMAQ funds allocations as presented.

Attachments

- NFRMPO STP Metro Project Funding Schedule
- NFRMPO CMAQ Project Funding Schedule
- NFRMPO TAP Project Funding Schedule

Rev. 9/17/2014

Additional STP Metro Project Allocation – FY2016

Federal Share Only

Sponsor	Project	FY2017 Current Allocation	FY2017 Revised Allocation
Loveland	US 34 Widening	\$0	\$467,942
Evans	65 th Ave Widening	\$293,000	\$316,317

Additional CMAQ Project Allocation – FY2016

Federal Share Only

Sponsor	Project	FY2016 Current Allocation	FY2016 Revised Allocation
Greeley (GET)	GET CNG Bus Replacement	\$874,270	\$934,762
Fort Collins (Transfort)	Transfort CNG Bus Replacement	\$1,418,013	\$1,553,013
Weld County	Weld County CNG Vehicles & Expansion	\$1,700,000	\$1,829,786

FY2016-2019 STP Metro Project Funding Schedule

Projects approved by Planning Council on December 4, 2014

Additional funding total: \$491,259 (must be spent in 2017 or before)

Project Sponsor	Project Name	Federal Request	Federal Recommendation	Unfunded	Rank	Additional Funding Allocation	Federal Fiscal Year			
							2016	2017	2018	2019
CDOT										
CDOT	I-25 Truck Climbing Lane	\$3,000,000	\$3,000,000	\$0	1	-	\$3,000,000	-	-	-
CDOT	I-25/Crossroads	\$2,000,000	\$2,000,000	\$0	1	-	-	\$1,000,000	\$1,000,000	-
Large Communities										
Fort Collins	Horsetooth and College Intersection Improvements (2)	\$2,400,000	\$2,367,867	\$32,133	2	-	-	\$1,252,912	\$1,114,955	-
Loveland	US 34 Widening	\$2,320,000	\$1,108,031	\$1,211,969	1	\$467,942	-	\$467,942	\$646,560	\$461,471
Larimer County/Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5	-	-	-	\$532,014	\$333,841
Greeley	10 th Street Access Control Implementation	\$3,100,000	\$1,498,216	\$1,601,784	3	-	-	-	-	\$1,498,216
Fort Collins	US 287 Intersection Improvements	\$1,168,000	\$0	\$1,168,000	3	-	-	-	-	-
Small Communities										
Evans	65 th Ave Widening	\$1,808,259	\$1,230,705	\$740,703	3	\$23,317	\$456,678	\$960,493	-	-
Eaton/Weld County	Collins Street Resurfacing	\$103,440	\$103,440	\$0	2	-	-	\$103,440	-	-
Berthoud/Larimer County	LCR 17 Expansion	\$1,000,000	\$1,000,000	\$0	1	-	-	-	-	\$1,000,000
Total		\$14,765,554	\$13,174,114	\$4,754,589	-	\$491,259	\$3,456,678	\$3,316,845	\$3,293,529	\$3,293,528

Evans Unfunded amount is after the \$163,149 additional STP Metro allocation approved in July 2015.

The \$467,942 for the Loveland US 34 Widening project includes the the large community share (71.5%) as well as the \$116,652 payback from the small community pool (see note from July 2015 below).

The large community portion of the remaining leftover funding to be allocated, \$116,652, will go into the Evans project with the understanding if additional funding becomes available into the small community pot it will be paid back until the \$116,652 is reached.

FY2016-2019 CMAQ Project Funding Schedule
 Projects approved by Planning Council on December 4, 2014

Additional funding total (must be spent in 2017 or before):								\$325,278			
CMAQ Pool	Project Sponsor	Project Name	Federal Request	Federal Recommendation Reduction	Unfunded	Rank	Additional funding needed to be allocated	Federal Fiscal Year			
								2016	2017	2018	2019
Signal Timing	Greeley	Greeley Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	\$0	\$185,000	-	-	-
	Loveland	Loveland Traffic Optimization	\$380,000	\$380,000	\$0	4	\$0	\$380,000	-	-	-
	Loveland	Loveland Adaptive Signals	\$770,000	\$0	\$770,000	6	\$13,336 (allocated to CNG Bus Replacement)	-	-	-	-
CNG Bus Replacement	Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,050,149	\$1,842,784	5	\$60,492	\$874,269	\$839,059	\$778,567	\$1,558,255
	Fort Collins	Transfort CNG Bus Replacement	\$3,311,600	\$3,138,092	\$173,508	7	\$135,000	\$1,418,013	\$926,926	\$793,154	-
	Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	\$0	-	-	\$363,308	\$363,308
CNG Equipment	Weld County	Vehicle Replacement /Facility Expansion/LaSalle Vehicle Replacement	\$5,303,429	\$4,870,896	\$432,533	2,3	\$129,786	\$1,699,302	\$1,382,258	\$887,936	\$901,400
	Loveland	Loveland CNG Vehicle Replacement	\$2,343,720	\$383,147	\$1,960,573	9		-	\$127,716	\$127,716	\$127,716
	Larimer County	Larimer County CNG Vehicle Replacement	\$1,473,662	\$383,147	\$1,090,515	10		\$95,787	\$95,787	\$95,787	\$95,787
Total			\$21,868,344	\$14,117,048	\$7,751,296	-	\$325,278	\$4,652,371	\$3,371,745	\$3,046,467	\$3,046,466

The \$13,336 portion for the Signal Timing projects was allocated to the Bus Replacement pool, bringing the Bus Pool Total to \$182,156. It was distributed as follows: \$100,000 to Transfort, \$82,156 to GET, and \$0 to COLT.

Total of \$34,083 needed to be distributed among the Signal Timing projects to make up for funding the CNG Bus Replacement projects in 2016.

Total of \$23,836 needed to be distributed among the bus projects to make up for fully funding the signal timing projects. It was distributed by amount awarded. \$12,550 was taken out of GET in 2016, \$8,936 out of Transfort in 2016. Both projects had \$1,175 taken out additionally to make up for the Loveland portion, \$2,350 total. Transfort gets the \$1,175 back in 2018 and GET in 2019.

FY2016-2019 TAP Project Funding Schedule
 Projects approved by Planning Council on December 4, 2014

A. Available Federal Funding: \$1,000,000	\$ 1,005,908
B. Additional leftover funding needed to be allocated:	\$0
C. Total Federal Funding:	\$ 1,005,908

Project Sponsor	Project Name	Federal Request	Federal Recommendation	Federal Fiscal Year			
				2016	2017	2018	2019
Larimer County/Fort Collins/Loveland	Colorado Front Range Trail	\$450,000	\$455,908	\$255,908	\$200,000		
Windsor/Severance/Eaton	Great Western Trail	\$550,000	\$550,000		\$50,000	\$250,000	\$250,000
Total		\$1,000,000	\$1,005,908	\$255,908	\$250,000	\$250,000	\$250,000

DISCUSSION/ACTION ITEM:
FY2016 Q3 TIP Amendment- US 34 PEL

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By													
August 4, 2016 Evans, CO	2016 Q3 TIP Policy Amendment Discussion & Action	Aaron Buckley													
Objective / Request Action															
To discuss and approve allocation, contingent on TAC concurrence, of moving Regional Priority Program (RPP) Funds from <i>NFR I-25: Post EIS Design & ROW</i> to the <i>US34: PEL Study</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action													
Key Points															
<p>CDOT is requesting a TIP amendment to amend and to add the following projects and funding to the FY2016-2019 TIP:</p> <ul style="list-style-type: none"> NFR I-25: Post EIS Design & ROW would be reduced \$1,676k Federal STP Surface Treatment and \$419k State Highway Fund – HUTF dollars. The US34 PEL Study would be funded with the funds reduced from the NFR I-25: Post EIS Design & ROW (\$1,676k Federal STP Surface Treatment and \$419k State Highway Fund – HUTF dollars). This TIP amendment would move \$2,095k in FY19 RPP funds from <i>NFR I-25: Post EIS Design & ROW</i> to the <i>US34: PEL Study</i>, plus an additional \$117k (\$94k Federal STP Surface Treatment and \$23k State Highway Fund – HUTF dollars) in FY20 RPP funds per the action taken by Planning Council at their April 7, 2016 meeting and to add the <i>US34: PEL Study</i> as a new project to the FY2016-2019 TIP with \$1,676k Federal STP Surface Treatment and \$419k State Highway Fund – HUTF dollars. 															
Committee Discussion															
This is the first time Planning Council has discussed the 2016 Q3 TIP Amendment.															
Supporting Information															
The projects to be amended and added into the FY2016-2019 TIP include:															
<table border="1"> <thead> <tr> <th>Funding Program</th> <th>Sponsor</th> <th>Revised Projects</th> <th>FY19</th> </tr> </thead> <tbody> <tr> <td>STA (Federal)</td> <td>CDOT</td> <td>NFR I-25: Post EIS Design & ROW</td> <td>(-\$1,676k)</td> </tr> <tr> <td>SHF (State)</td> <td>CDOT</td> <td>NFR I-25: Post EIS Design & ROW</td> <td>(-\$419k)</td> </tr> </tbody> </table>				Funding Program	Sponsor	Revised Projects	FY19	STA (Federal)	CDOT	NFR I-25: Post EIS Design & ROW	(-\$1,676k)	SHF (State)	CDOT	NFR I-25: Post EIS Design & ROW	(-\$419k)
Funding Program	Sponsor	Revised Projects	FY19												
STA (Federal)	CDOT	NFR I-25: Post EIS Design & ROW	(-\$1,676k)												
SHF (State)	CDOT	NFR I-25: Post EIS Design & ROW	(-\$419k)												
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Funding Program	Sponsor	New Project	FY19												
STA (Federal)	CDOT	US34 PEL Study	\$1,676k												
SHF (State)	CDOT	US34 PEL Study	\$419k												
Advantages															
Approval of the 2016 Q3 TIP Policy Amendment will ensure available funds for the US34 PEL Study in a timely manner and the FY2016-2019 TIP remains fiscally constrained.															
Disadvantages															
None noted.															
Analysis /Recommendation															
Staff supports amending and adding the US-34 PEL RPP funded project into the FY2016-2019 TIP. This approval is contingent on TAC recommendation at their August 17, meeting.															
Attachments															
2016 Q3 TIP Policy Amendment Form															

Rev. 9/17/2014

FY 2016 through 2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 North Front Range Transportation & Air Quality Planning Council

Policy Amendment Request #2016-Q3

Submitted to: CDOT

Prepared by: Aaron Buckley

DATE: 7/20/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
Regional Priority Program												
Previous Entry SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	STA		790	1,762	526	2,251	5,329
					State	SHF		198	441	131	638	1,408
					Total			988	2,203	657	2,889	6,737
Revised Entry SSP4428.001	2016-036	NFR I-25: Post EIS Design & ROW	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal	STA		790	1,762	526	575	3,653
					State	SHF		198	441	131	219	989
					Total			988	2,203	657	794	4,642
REASON: \$2,095k FY19 RPP funds moved from I-25: Post EIS Design & ROW to US34: PEL study plus an additional \$117k (\$94k STA and \$23k SHF) FY20 RPP funds per NFR Council at April 7, 2016 meeting.												
New Entry SR46600.053	2019-004	US34 PEL Study	CDOT Region 4	Planning	Federal	STA		-	-	-	1,676	1,676
					State	SHF		-	-	-	419	419
					Total			0	0	0	2,095	2,095
REASON: \$2,095k FY19 RPP funds moved from I-25: Post EIS Design & ROW to US34: PEL study plus an additional \$117k (\$94k STA and \$23k SHF) FY20 RPP funds per NFR Council at April 7, 2016 meeting.												

DISCUSSION ITEM: Critical Urban Freight Corridors

National Highway Freight Network

The [Fixing America's Surface Transportation Act](#) (FAST Act) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a [National Highway Freight Network](#) (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The NHFN is an element of the [National Multimodal Freight Network](#) (NMFN), which also includes freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intra-coastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

The initial NMFN will be designated by December 4, 2016. There is no deadline for [designating and certifying CRFCs and CUFCs](#), although no formula funds from the National Highway Freight Program (NHFP) may be expended on a corridor prior to its designation. Designations may occur at any time, may be full or partial designations of the CRFCs or CUFCs mileage, and the two types do not need to be designated at the same time. Designations and certification may be provided to FHWA on a rolling basis. FHWA recommends that State Freight Plans are updated to include these routes once designated.

Excluding the CRFCs and CUFCs, the [NHFN in Colorado](#) currently includes the interstates, small segments of E-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area.

- 1,217.17 miles
 - PHFS: 789.94 miles
 - PHFS Intermodal Connectors: 13.52 miles
 - Non-PHFS Interstates: 172.67 miles
 - CRFC: 160.69 miles
 - CUFC: 80.35 miles

National Highway Freight Program

The [National Highway Freight Program](#) (NHFP) provides formula funds to the States to improve the efficient movement of freight on the NHFN. Colorado is anticipated to receive approximately \$15 million annually through this program, beginning in FY 16. In order for a project to be eligible for funding under the NHFP, a project must be located on the NHFN, or be a freight intermodal or freight rail project. The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.

- A wide range of other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

Critical Corridor Designation – Proposed Approach

- Use [State Highway Freight Plan](#) (Colorado Freight Corridors and Freight Project Areas) as starting point
- Focus on smaller, logical corridor segments rather than entire corridors given limited allotment of miles
- Consider leaving some portion of miles unallocated to retain flexibility and assign if/when needed.
- Expedited process to identify initial corridor designations this fall – get in early in tandem with designation of NMFN, get corridors designated in order to provide expanded eligibility of projects as we move forward in identifying priorities for funding under the formula freight program.
- Solicit input through Regions, TPRs, MPOs, STAC, and FAC
- Coordinate with DRCOG and PPACG processes for urbanized areas > 500,000
- Building on initial analysis, input and designations, conduct more detailed analysis of corridors and priorities as part of Multimodal Freight Plan development.
- Develop annual update process to update corridors annually as projects are completed, needs change, etc.

Critical Rural Freight Corridors

- 160.69 miles, designated by the State

Criteria

- Is not inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
 - Rural Principal Arterial with a minimum of 25% of AADT of the road measured in passenger vehicle equivalent units from trucks
 - Provides access to:
 - Energy exploration, development, installation or production areas
 - Grain elevators
 - Agricultural facilities
 - Mining facilities
 - Forestry facilities
 - Intermodal facilities
 - Significant air, rail, water or other freight facilities in the State
 - Connects the PHFS or Interstate System to facilities that handle more than:
 - 50,000 20 foot equivalent units per year
 - 500,000 tons per year of bulk commodities
 - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
- States are encouraged to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities

Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
 - Colorado Freight Corridors
 - Freight Project Areas

July-September

- Regions and TPRs/MPOs provide input on:
 - Most important logical segments
 - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
 - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)

October

- Identify up to 160 miles of initial Critical Rural Freight Corridors, based on Region, TPR/MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

November/December

- Transportation Commission review
- Submit Critical Rural Freight Corridors to FHWA

Critical Urban Freight Corridors

- 80.35 miles, designated by the State in consultation with MPO, or in urbanized areas with a population of 500,000 or more, designated by the MPO in consultation with the State.

Criteria

- Is inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
 - Connects an intermodal facility to the PHFS, Interstate System, or an intermodal freight facility
 - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
 - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land, or
 - Is important to the movement of freight within the region, as determined by the MPO or the State.
- States and MPOs are encouraged to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial zoned land.

Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
 - Colorado Freight Corridors
 - Freight Project Areas

July-September

- GVMPO, NFR MPO, and PACOG provide input on:
 - Most important logical segments
 - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
 - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)
- DRCOG, PPACG:
 - Identify Critical Urban Freight Corridors
- Coordinate with MPOs, negotiate mileage allocation between DRCOG, PPACG, and other urban areas

October

- Identify initial XX miles of Critical Urban Freight Corridors outside of DRCOG and PPACG, based on Region, MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

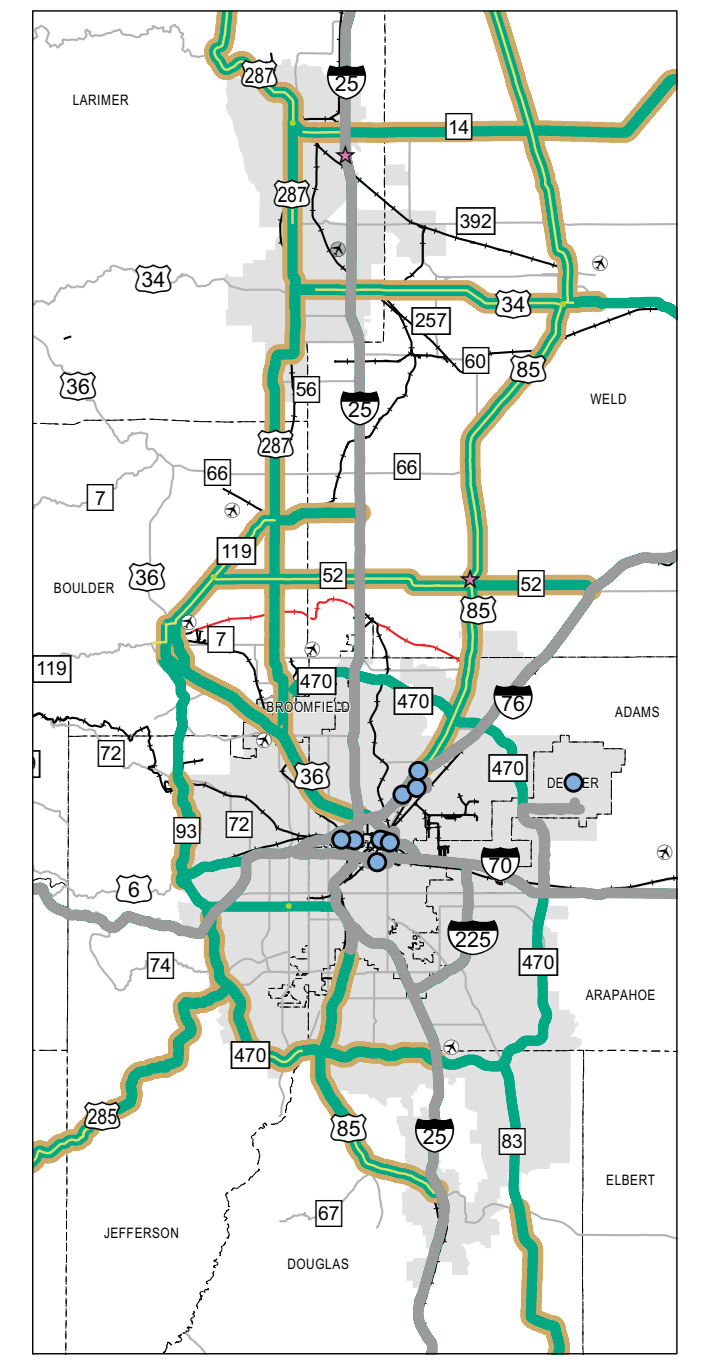
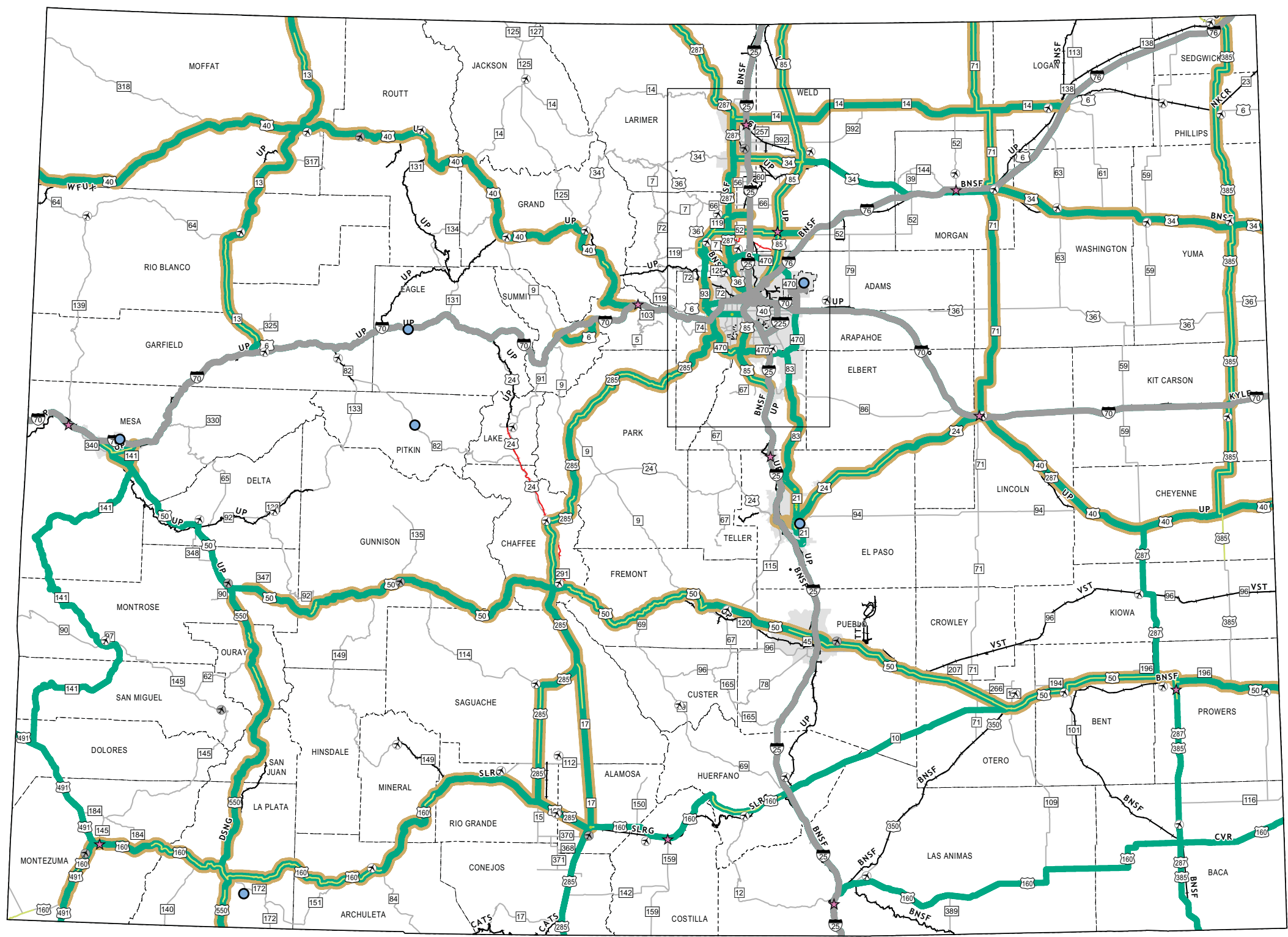
November/December

- Transportation Commission review
- Submit Critical Urban Freight Corridors outside of DRCOG, PPACG to FHWA

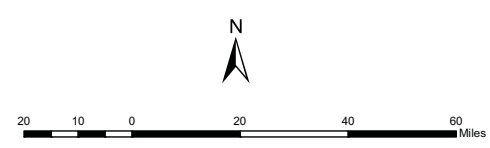
Maps

- **Critical Freight Corridor Designation**- Base map showing already identified NHFN corridors, Colorado Freight Corridors, and Freight Project Areas, Urbanized Areas, and other freight facilities such as ports of entry, airports, railroads, and intermodal facilities.
- **Colorado Freight Corridors with Freight Project Areas – Truck AADT** – Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and Truck AADT. Excludes corridors already identified NHFN corridors.
- **Colorado Freight Corridors with Freight Project Areas – Percent Truck AADT** – Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and percent off-peak Truck AADT. Excludes corridors already identified NHFN corridors.

Critical Freight Corridor Designation



- ★ Ports of Entry
- ✈ Commercial Service Airport
- ✈ Publicly-Owned and Operated Airport
- Counties
- Urban Areas (Pop. > 50,000)
- Intermodal Facilities
- National Highway Freight Network
- Colorado Freight Corridors
- Freight Project Areas (Non Interstates)
- Development Program Projects (Non Interstates)
- In Service Railroad
- Out of Service Railroad
- Highways



Data Source: CDOT 2015
Created: June 2016

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".