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 Town of Milliken
 Mayor Don Brookshire
 Town of Severance
 Paul Steinway
 Town of Timnath
 Commissioner Sean Conway
 Weld County
 Mayor Kristie Melendez
 Town of Windsor

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

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

Next Council Meeting
February 2, 2017
Evans Community Complex
Cottonwood Room
1100 37th Street
Evans, CO

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

MEETING AGENDA

January 5, 2017
 Greeley Ice Haus
 900 8th Avenue
 Greeley, CO

Council Dinner 5:30 p.m.

MPO Council Meeting - 6:00 to 8:30 p.m.

Pledge of Allegiance

2-Minute Public Comment (accepted on items not 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-December 1, 2016 (Pg. 7)

PUBLIC HEARING:

- | | | |
|------------------------------------|---------------|--------|
| 3. Air Quality Conformity (Pg. 15) | Becky Karasko | 10 min |
|------------------------------------|---------------|--------|

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

- | | | |
|--|------------------|-------|
| 4. Air Pollution Control Division Report | (Written Report) | |
| 5. Regional Air Quality Council | Gerry Horak | 5 min |

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---------------------------------|------------------|--------|
| 6. Executive Director Report | Terri Blackmore | 5 min |
| 7. Report of the Chair | | |
| • STAC Assignment | | |
| • Finance Committee Assignments | Kevin Ross | 10 min |
| 8. TAC (Pg. 17) | (Written Report) | |
| 9. Finance (Pg. 19) | Tom Donnelly | 5 min |
| 10. Mobility (Pg. 22) | (Written Report) | |

CONSENT ITEM:

- | | | |
|--------------------------------------|---------------|--|
| 11. Air Quality Conformity (Pg. 25) | Becky Karasko | |
| 12. 2040 RTP Amendment (Pg. 31) | Becky Karasko | |
| 13. 2016 Non-Motorized Plan (Pg. 41) | Aaron Buckley | |

ACTION ITEM:

- | | | |
|---|---------------|--------|
| 14. FY2016 TMA Program of Projects (Pg. 43) | David Averill | 10 min |
| 15. FY2017 UPWP Amendment #2 (Pg. 56) | David Averill | 5 min |

DISCUSSION ITEMS:

- | | | |
|------------------------------|---------------|--------|
| 16. FY2018-2021 TIP (Pg. 59) | Aaron Buckley | 10 min |
| 17. Consultants | Tom Norton | 10 min |

COUNCIL REPORTS:

15 min

- | | |
|-----------------------------------|------------------|
| Transportation Commission | Kathy Gilliland |
| CDOT Region 4 | Johnny Olson |
| North I-25 Coalition/I-25 Funding | Melendez/Horak |
| US 34 Coalition | Sean Conway |
| STAC (Pg. 61) | (Written Report) |
| Host Council Member Report | Tom Norton |
| Other Council Member Reports | Council Members |

MEETING WRAP-UP:

5 min

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

EXECUTIVE SESSION:

The Council will be entering Executive Session to consider personnel matters including job performance and deliberation as contemplated under Colorado Revised Statute 24-6-402(4)(f)(I) for Executive Director, Terri Blackmore. Ms. Blackmore has not requested an open meeting.

60 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

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)
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)
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
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 PL112 & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
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
FAST ACT	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (a competitive federal funding source for freight improvements)
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; January to December for local 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)
O₃	Ozone
PL112	Federal 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 Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)

SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRP	State Rail Plan
SRTS (see TAP and TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
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)
STBG (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously 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
TIGER	Transportation Investment Generating Economic Recovery a competitive federal grant program
TIP	Transportation Improvement Program
Title VI	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

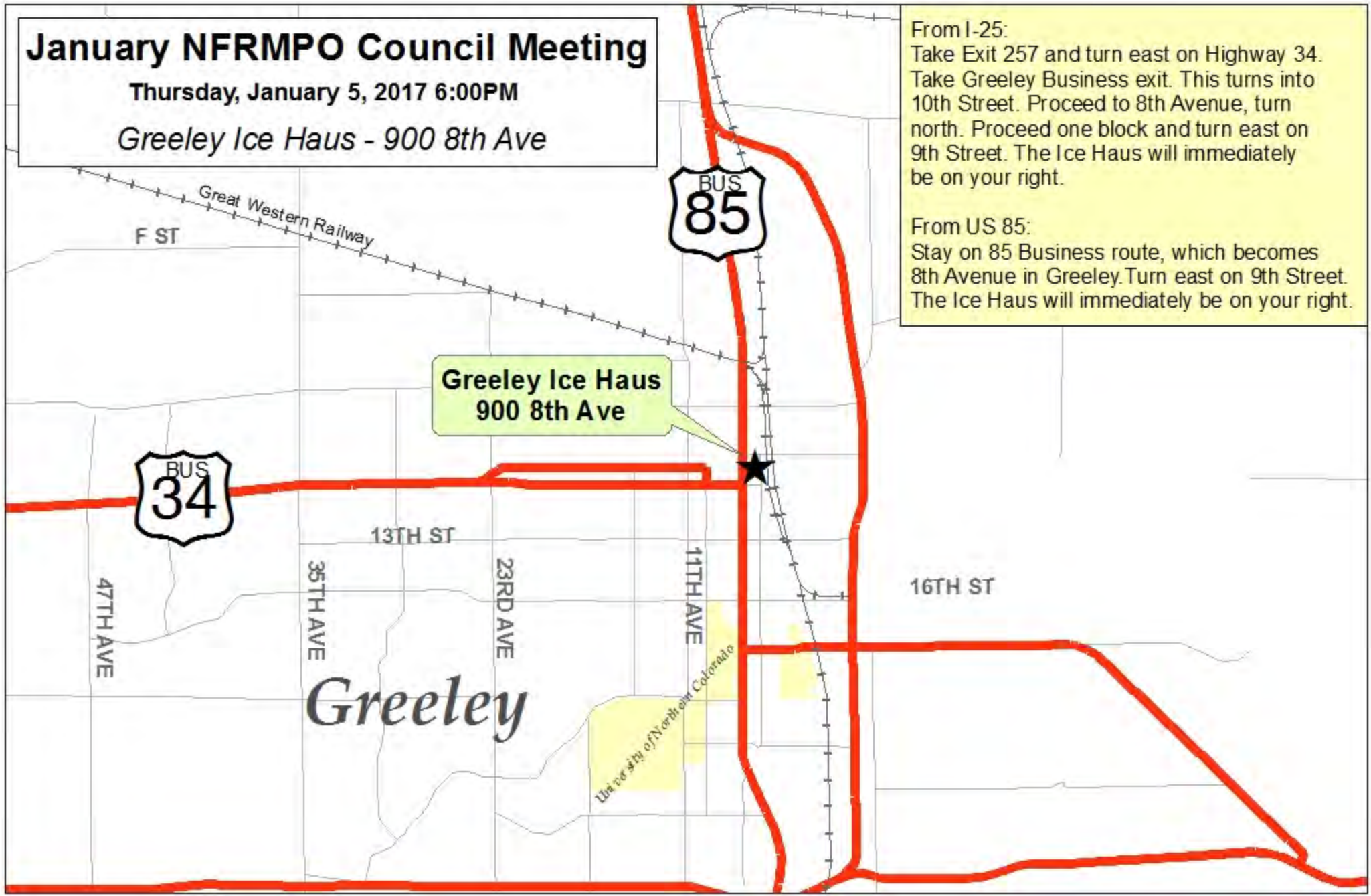
January NFRMPO Council Meeting

Thursday, January 5, 2017 6:00PM

Greeley Ice Haus - 900 8th Ave

From I-25:
Take Exit 257 and turn east on Highway 34.
Take Greeley Business exit. This turns into
10th Street. Proceed to 8th Avenue, turn
north. Proceed one block and turn east on
9th Street. The Ice Haus will immediately
be on your right.

From US 85:
Stay on 85 Business route, which becomes
8th Avenue in Greeley. Turn east on 9th Street.
The Ice Haus will immediately be on your right.



December 1, 2016 Council Meeting Minutes

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

**December 1, 2016
Fort Collins Community Center
215 N. Mason Street
Fort Collins, CO**

Voting Members

Present

Gerry Horak- Chair -Fort Collins
Jennifer Baker -Berthoud
Brad Moos -Eaton
John Morris -Evans
Tom Norton -Greeley
Troy Mellon -Johnstown
Tom Donnelly -Larimer County
Paula Cochran -LaSalle
Dave Clark -Loveland
Linda Meisner -Milliken
Don Brookshire -Severance
Paul Steinway -Timnath
Sean Conway -Weld County
Myles Baker -Windsor
Kathy Gilliland -Transportation
Commission
Chris Colclasure -CDPHE

Absent

*No member -Garden City

MPO Staff:

Terri Blackmore, Executive Director; Renae Steffen, Administrative Director; Becky Karasko, Regional Transportation Planning Director; Aaron Buckley, Transportation Planner; Alex Gordon, Transportation Planner II/Mobility Coordinator.

In Attendance:

Steve Adams, Dawn Anderson, Jeff Bailey, Leah Browder, Julie Cozad, Bruce Croissant, Jim Eussen, Matthew T. Gould, Aaron Greco, Jamie Grim, Joel Hemesath, Mark Jackson, Will Jones, Janet Lundquist, Suzette Mallette, Johnny Olson, Karen Schneiders, Gary Thomas.

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

PUBLIC COMMENT:

Gary Thomas, SAINT and Larimer County Mobility Committee, called attention to two reports from the Colorado Strategic Action Planning Group on Aging (SAPGA) produced with data from the Colorado State Demography Office; *Improving Senior Mobility in Colorado* and *Initial Strategic Action Plan on Aging for Colorado* (November 29, 2016), citing that although they are quite comprehensive reports and they include good insight into transportation issues facing Colorado seniors. The reports were created for submission to

the Legislature and he believes they will guide the approach to both urban and rural senior transportation issues over the next several decades. He encouraged the Council members to take the opportunity to find out what is in the reports because some of those issues may come before them in the future. He noted the two most important topics were transportation services not being used and some others that were duplicated. He believes that everyone involved needs to do a better job informing the public of the services that are available and form an office to eliminate duplicated State services, and find a better way to focus the efforts. He requested that MPO staff provide the relevant portions of the report to the Council.

APPROVAL OF THE MEETING AGENDA:

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

APPROVAL OF THE MINUTES:

*Clark **moved** to approve the November 3, 2016 meeting minutes. 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 /VW Settlement Presentation

Chris Colclasure, Planning and Policy Program Manager of the Air Pollution Control Division (APCD), gave the Volkswagen and Audi Settlement NFRMPO Presentation to the Council. He described how Colorado may use the \$61 million it expects to receive from the Environmental Mitigation Trust. He noted that as required, Volkswagen (VW) will be seeking comments from the states on how it should spend the \$2 billion National Zero Emission Vehicle (ZEV) Investment beginning December 9th, although they are not obligated to adopt any suggestions that are made or respond to them. The National ZEV Investment is separate from the Environmental Mitigation Trust. The Colorado Department of Health and Environment (CDPHE) is engaging with CDOT, the Colorado Energy Office, the City of Denver and others to assemble an effective package that shows why Colorado is a good market for the National ZEC investment. Norton questioned why projects like railroad freight switchers, which were not affected by VW and Audi emissions, were considered eligible mitigation projects for the trust funding. Colclasure replied that the intention is to improve air quality and freight engines emit the same as vehicles and were often near protected populations. He went on to state that the Environmental Protection Agency (EPA), VW, and the State of California had negotiated projects that were in the transportation sector with diesel engines. He added that these projects were relatively connected. Norton said he did not agree and he felt that California had different issues than Colorado so their focus was not in alignment with Colorado. Colclasure reminded the Council that VW was getting the defective vehicles off the road and these were projects that would further improve air quality in the areas the VW vehicles had been driven, adding he did respect the Council's opinions. Steinway asked if it had been determined whether the available funds, if properly deployed in the State of Colorado, would in fact mitigate as much or more pollution than what was created by the affected vehicles being on the road. Colclasure stated that although they were looking at different types of projects and fuels that would be the most beneficial, that specific calculation had not been done and he thought they should continue looking into their options and run additional calculations. He also commented that the projects on the list allowed for flexibility and additional pollutant reductions beyond reducing NOx emissions.

Gilliland asked how the NFRMPO and other organizations could provide input on the funding options. Colclasure replied that although the public process had already begun, they would continue to engage on how the process should continue and will be meeting with the stakeholders to comprise a plan. He noted that they may choose to work with the Regional Air Quality Council (RAQC) to use their Charge Ahead Colorado and Alt Fuels Colorado programs as an example for a statewide VW trust program

and cited some of many options they could consider. Conway commented that the Statewide Transportation Advisory Committee (STAC) had discussed money going to the area most impacted, which were the nine counties of non-attainment, including the Denver-metro/North Front Range region and El Paso County. Colclasure agreed that aligned well with the purpose of the trust since those are the areas with the most severe air quality issues and where the majority of the VW vehicles were. Norton remarked that it should be called a non-attainment program instead of a statewide program. Colclasure stated that the trust was written as a statewide program intended to reduce emissions where the vehicles were, are, and will be driven and get the most air quality benefits possible, citing that some smaller counties also want some of the funding and CDPHE must honor the language of the trust. Norton stated he did not agree that the smaller communities should get a percentage. Conway agreed and suggested that CDPHE work with the MPO's in the affected areas to distribute approximately 80% of the funds and work with RAQC to distribute the remaining 20%. Colclasure indicated that was an option being considered.

Morris enquired what the administrative costs would be. Colclasure replied that the trust allows reimbursement of administrative costs up to 15%, and CDPHE would work with partner agencies to implement the trust settlement as it would be much more efficient than trying to do the work in-house. Colclasure completed his presentation by informing the Council that this was going to be a very long process and it may be 2018 before Colorado receives any funding. Horak thanked Colclasure for his presentation.

Regional Air Quality Council

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Horak opened the MPO portion of the meeting.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, indicated that there was a written report in the packet and mentioned that the MPO shared marketing concepts developed for Air Quality and VanGo™ that they are considering using. She also mentioned the letter to the CDPHE regarding the VW and Audi Settlement she included with her report citing the importance of ensuring these vehicles remain in Colorado after they are purchased or there is a prorated payback offered that allows the state to continue to receive the benefit. She indicated that she did not have an addendum for the meeting and would discuss that in the Executive Session.

Report of the Chair:

Blackmore announced that this would be Horak's last meeting as Chair and presented him with a plaque and cake. Horak said it was a pleasure to serve as the Chair and expressed his appreciation for the support he received from the Council. Conway commended Horak for his outstanding efforts used to obtain the TIGER Grant. Donnelly said it had been a privilege to serve under his tremendous leadership and credited Horak with bringing a somewhat divided Council together and demonstrating such a regional perspective. Several Council members praised Horak for his leadership and accomplishments as the 2016 Council Chair. Horak thanked the Council and credited much of his success to the fact that Northern Colorado had evolved into a "coalition of the willing" and thanked the Council members for their collaborative efforts.

TAC:

A written report was provided.

Finance:

Donnelly briefly reviewed the November 17, 2016 Finance Committee Report bullet points and minutes with the Council and updated the information regarding the audit firm fees, complimenting Blackmore and Hedberg for getting them reduced significantly. He also noted that in spite of an additional expense of \$6,000 for carpet, Blackmore was able come in approximately \$8,000 under budget and the project was completed slightly ahead of schedule. Horak commended Blackmore and MPO staff for managing the project and keeping the expense from being added to the rent. Donnelly complimented Horak and Blackmore for negotiating the lease with Blue Ocean.

Norton questioned why there was \$229,013 more in Expenditures than Revenues on the Statement of Net Assets (page 45 of the packet) citing it appears that money was spent that the MPO did not have. Hedberg explained that was partially because the MPO had not received any Fort Collins sales tax funds in exchange for 5307 money and indirect costs were low because many had not been covered, and mentioned that cost would be recovered next year. She added that the indirect costs are calculated by CDOT who uses the latest audit, which is generally from two years prior. Blackmore clarified that typically an organization calculates the indirect rate based on the budget they have and then true it up at the end of the year, making it a true indirect rate. She added that CDOT uses the two years previous audit to calculate the indirect rate for the current year's budget and that the MPO has attempted to get the costs as close as possible. Norton said that he understood how it was calculated but he did not understand why it was varying. Hedberg responded that it is getting closer each year and there should be much less of a variance in coming years. Blackmore stated that when she came to the MPO there were many expenses that could have been attributed to a specific grant but were billed to administration. Now those expenses are allocated as a direct expense to their appropriate grants and cited this was one of several changes made that have improved the overall process. Norton questioned the remainder of the amount in question. Hedberg responded that some was from money lost through the VanGo™ program, citing that the program has been losing money and the Finance Committee would need to meet and discuss how to address the issues the program is having.

Norton expressed his concern regarding the how fluctuations in revenue are shown in the quarterly reports. Steinway indicated he has felt there were unusual timing issues included in those reports and he found the information difficult to decipher. He said he was told by staff they were aware of the difficulties but they were due to certain software restrictions. He added that although he had been assured that there was not more money being spent than there should be, he thought resolving the reporting issues should be a priority. The Council engaged in a comprehensive discussion regarding how direct costs are handled, how and why financials are presented the way they are, and what changes should be made. Hedberg confirmed that all direct costs are billed 100% every month and that she and Merideth Kimsey, Accounting Clerk II, verify that all of the expenses are billed, indicating that there are no expenses related to grants in which they have not received money. Norton cited that although he did not question the handling of the finances, he wanted the Council to receive a report that simply, clearly identified the current status of the financial records. Horak requested that Hedberg and the Finance Committee work together on a quarterly financial reporting process and format that is easier to comprehend, identifying that may require the purchase of new software.

CONSENT ITEMS:

2016 Q4 TIP Amendments

Open 2018-2021 TIP Public Comment

Horak asked if there were any public comments on the Consent Agenda items. There were no comments.

*Conway **moved** to Approve the Consent Agenda. The motion was **seconded** and it **passed** unanimously.*

ACTION ITEMS:

3rd Quarter Unaudited Financials

Crystal Hedberg, Operations and Finance Manager, indicated that the CY 2016 3rd Quarter Unaudited Financials had been reviewed with the Council during the Finance Report and offered to answer any additional questions.

*Conway **moved** to accept the CY 2016 3rd Quarter Unaudited Financials. The motion was **seconded** and it **passed** unanimously.*

Horak noted that he recognized that although the money always appears to come out correctly, as discussed earlier during the Finance Committee report, he felt that making improvements to how the quarterly reports were presented would be beneficial to the Council as a whole.

Election of 2017 MPO Officers

Horak opened nominations for 2017 MPO Chair.

Conway announced that Ross was very apologetic for his absence during the Officer Elections and noted that he had sent a very heartfelt letter to the Council requesting their support for him as MPO Council Chair for 2017.

*Conway **nominated** Kevin Ross and Gilliland **seconded** the nomination.*

*Conway **moved** to close the nominations for the 2017 MPO Chair. The motion was **seconded** and it **passed** unanimously.*

Horak called for a vote to elect Kevin Ross as MPO chair for 2017.

*The Council **voted unanimously** for Ross **as MPO Chair** for 2017.*

Horak opened nominations for 2017 MPO Vice-Chair.

*Conway **nominated** Tom Donnelly and Brookshire **seconded** the nomination.*

*Conway **moved** to close the nominations for the 2017 MPO Vice-Chair. The motion was **seconded** and it **passed** unanimously.*

Horak called for a vote to elect Tom Donnelly as MPO Vice-Chair.

*The Council **voted unanimously** for Donnelly **as MPO Vice-Chair** for 2017*

Horak congratulated Ross and Donnelly and informed the Council that the assignment of STAC Representative would be done at the January meeting by Chair Ross.

Open 2016 Non-Motorized Plan Public Comment Period

Horak requested that Buckley discuss the 2016 Non-Motorized Plan prior to opening the 30-day public comment period. Buckley reviewed information from the 2016 Non-Motorized Plan 30-day Public Comment Period memo and the 2016 Non-Motorized Plan AIS with the Council.

*Conway **moved** to Release the 2016 Non-Motorized Plan for 30-day Public Comment period. The motion was **seconded** and it **passed** unanimously.*

Conway complimented Buckley for his presentation and the Council applauded his efforts.

DISCUSSION ITEM

2016 Non-Motorized Plan

The item was discussed during the opening of the 30-day public comment period.

COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported on the following:

- HOV 2+ lanes will advance to HOV 3+ lanes on January 1, 2017.
- The Commission had seen many transportation projects in production when they went on a recent field trip through Colorado Springs, Pueblo and Limon. She said it was beneficial to them to realize some of the transportation challenges other districts experience.

CDOT Region 4

Johnny Olson, CDOT R4 reported on the following:

- I-25 climbing lanes project on schedule and should have three lanes open in early December but they will need final pavement and restriped in the spring.
- Crossroads project is on schedule for 2018 and they have had very few complaints so far.
- There is a good chance that an Omnibus bill will be signed for the flood program US 34. CDOT can request up to \$229M and will move forward as if they are receiving the full amount. More information will be available in February or March.
- CDOT is working on the \$237M base package for the North I-25 project. CDOT is open to bringing their team in to give an update and provide more details on the criteria at the North I-25 Coalition meeting in January. More information will be available once it is more clear what President Elect Trump's infrastructure bill will put into place and what option they choose for going all the way to SH 66.
- The \$3.7M 1,000 foot gap on the Poudre Trail from SH 1 to LaPorte has been partially financed through TAP funds. CDOT has committed to complete the project over the next 18-24 months but are still hoping to get the cost down.

Council Member Reports-

Evans- Morris reported US 85 Access Control Plan identified improvement on 37th Street and Highway 85 is in process and scheduled to be completed by June 2017.

Permanent flood repairs are complete on Brantner Road and Industrial Road.

Severance- Brookshire announced the Town of Severance Christmas Open House was Saturday, December 3rd.

Weld County- Conway reported the WCR 49 project is on schedule for December 2017 and time-lapse video updates are available on the Weld County website.

Loveland- Clark announced new signals will be going in at the US 34 and Boyd Lake Avenue intersection.

Timnath- Steinway reported that the Town of Timnath's Holiday Lighting Festival would be at 5:30 on Friday, December 2nd on Main Street.

LaSalle- Cochran announced the LaSalle Christmas Celebration would be on December 9th.

Greeley- Norton reported the City of Greeley's \$12M Capital Improvement Plan was going well but they are still negotiating on the lights for 83rd Avenue.

Eaton- Moos announced the Town of Eaton was expected to pass the preliminary budget for their stoplight at 10th Street (Weld County Rd. 76) and Highway 85.

Johnstown- Mellon reported that Santa would be in Johnstown on Saturday, December 3rd.

Larimer County- Donnelly announced that recognizing it's importance, Larimer County had received funding for sidewalks on the US 287 Gap Project.

MEETING WRAP-UP:

Final Public Comment:

Bruce Croissant, Loveland resident, informed the Council that he has a hard time leaving his residence because the light at US 34 takes too long and gets traffic backed up. He said this is a crucial intersection and he wants CDOT, the City of Loveland and the NFRMPO to work on it and he has a plan he will share with them. Clark responded that the intersection is being studied but there was nothing planned for the short-term. Conway said he would get an invitation to Croissant for the US 34 meeting. Donnelly invited Croissant to the US Highway 287 Coalition meeting December 8th at 2:30 in the Loveland Library.

Next Month's Agenda Topic and Suggestions:

- 1) Assignment of STAC and Committee Members and Officers

EXECUTIVE SESSION:

*Mellon **moved** that the Council go into an Executive Session pursuant to section 24-6-402(4)(f) of the Colorado Revised Statutes for discussion of a personnel matter involving the MPO's Executive Director Performance Evaluation Process for the current year and her potential salary and benefits. The motion was **seconded** and it **passed** unanimously.*

The Council entered into an Executive Session at 8:09 p.m. The session lasted approximately 53 minutes.

Chair Horak reopened the regular MPO Council meeting and announced that Executive Session Action would be taken at the January 5, 2017 meeting.

The meeting was adjourned at 9:04 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

PUBLIC HEARING: Air Quality Conformity



PUBLIC HEARING NOTICE

Conformity of

2040 NFRMPO Regional Transportation Plan Amendment, FY 2018-2021 Transportation Improvement Program, 2040 Upper Front Range Regional Transportation Plan, and the FY 2017-2020 Colorado Statewide Transportation Improvement Program for the Upper Front Range Transportation Planning Region for Air Quality

Thursday, January 5, 2017, at 6:00 p.m.

Greeley Ice Haus

900 8th Avenue, Greeley, CO

The North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) is the federally-designated Metropolitan Planning Organization (MPO) for Berthoud, Eaton, Evans, Fort Collins, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor and portions of Larimer and Weld counties. The NFRT&AQPC will hold a public hearing as part of their regular monthly meeting on Thursday, January 5, 2017 to determine air quality conformity. The public is encouraged to attend.

The purpose of the hearing is to notify the public and receive input on updated Air Quality Conformity Determinations for the North Front Range Transportation Planning Region (TPR) and a portion of the Upper Front Range TPR. These conformity determinations address the *2040 North Front Range MPO Regional Transportation Plan Amendment*, the *North Front Range MPO Transportation Improvement Program*, the *Upper Front Range 2040 Regional Transportation Plan* and the *FY 2017-2020 Colorado Statewide Transportation Improvement Program* for the Upper Front Range Transportation Planning Region.

In lieu of offering oral comments during the hearing, written comments may be submitted. These comments must be *received* at the NFRMPO address noted below or via email no later than 5:00 PM on Wednesday, January 4, 2017.

The following geographic areas were analyzed using the new North Front Range MPO Regional Transportation Plan extending the last year in the forecast period for conformity from 2035 to 2040:

- The Fort Collins and Greeley Carbon Monoxide Maintenance Areas
- The Denver-North Front Range 8-Hour Ozone Nonattainment Area (specifically the North Front Range TPR and a portion of the Upper Front Range TPR which, together, are called the “Northern Subarea”)

The NFRMPO is required to determine conformity of the Regional Transportation Plan and Transportation Improvement Program with federal and state air quality laws and regulations before federal-aid transportation projects proceed. The Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency must concur.

The reports are available for review at the NFRMPO office at 419 Canyon Avenue, Suite 300, Fort Collins, CO 80521 and can be found at <http://nfrmpo.org/public-comment/#air-quality>.

For questions or comments prior to the public hearing, please contact Becky Karasko via phone or email at the NFRMPO: (970) 416-2257 or bkarasko@nfrmpo.org.

COMMITTEE REPORT: TAC – December 21, 2016

**Executive Summary of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
December 21, 2016**

APPROVAL OF THE NOVEMBER 16, 2016 TAC MINUTES

The November 16, 2016 TAC meeting minutes were approved unanimously.

PRESENTATION

Northern Colorado Clean Cities Idle Reduction Challenge – Sheble McConnellogue presented resources available to communities for the Northern Colorado Clean Cities Idle Reduction Challenge. Marjie Griek presented on Refuel Colorado, an energy coaching program available to fleet managers and communities.

CONSENT AGENDA

2016 Non-Motorized Plan – Wilkinson moved to recommend Council approval of the Consent Agenda, and it passed unanimously.

ACTION ITEMS

Election of 2017 Tac Officers – Anderson and Wagner were both re-nominated for 2017 Chair and Vice Chair and the nominations were approved unanimously.

FY2016 TMA Program of Projects (POP) – TAC approved FY2016 TMA POP as presented by Averill unanimously.

FY2017 UPWP Amendment #2 – The FY2017 UPWP Amendment was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative – Fodge summarized the December 14 meeting, including a discussion on regional trail priorities with representatives from the Governor's Office on the "16 in 16" initiative. The group is planning quarterly training workshops in lieu of a 2017 Bike & Walk Conference.

Regional Transit Items – Jones announced GET is breaking ground in February on their regional Transit Center and their GET 5-10 year strategic plan was approved by the City of Greeley. Greeley and Fort Collins are deploying transit signal priority pilot projects. Bailey stated Loveland is negotiating on property for their Transit Center and hopes to hire a transit manager. Averill stated Transfort is considering Sunday service. Schneider reported Bustang service to Broncos games has been very successful.

Senior Transit Items – Thomas reported the Larimer County Rural Senior Services Study is underway.

Regional Air Quality Council – Brimmer reported the Air Quality Control Commission (AQCC) approved the State Implementation Plan (SIP) on November 17. It will go to the state legislature for review and to the EPA in the spring for final approval.

PANEL

Regional Vehicle Travel Time Collector Panel: Fort Collins, Greeley, and Loveland – Wilkinson, Bracke, and Ruder presented on the travel time data collection efforts in their communities. They summarized how the data is useful to them, shortcomings, and future efforts.

DISCUSSION

FY2018 UPWP Timeline and CDOT MOA – Karasko explained the UPWP timeline has changed and staff will bring draft task lists to TAC in January to allow CDOT contract by October 1. Transit agencies will now be parties in the UPWP process per a new MOA between CDOT, NFRMPO and transit agencies.

FY2018-2021 TIP – Buckley explained with an Amendment trigger adjustment to \$2M or 25 percent instead of \$1M or 25 percent of federal funds, all 36 Amendments would have remained Amendments. TAC concurred unanimously the FY2018-2021 TIP should continue to Council as presented.

REPORTS

2017 TAC Meeting Schedule – Karasko stated TAC meetings will end at 3:30 due to a room scheduling conflict.

COMMITTEE REPORT: Finance – December 15, 2016

Finance Committee Report

- Finance Committee met on December 15, 2016
- Terri presented the FY 2017 UPWP budget amendment #2, explaining the funding source and additional work task being proposed.
- The Finance Committee recommends Council accept the FY 2017 UPWP amendment #2.
- The Finance Committee discussed modifying the presentation of MPO financial statements.
- Staff will work on a different format and present it to the Finance committee for their review.

Meeting Minutes of the
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

December 15, 2016

7:30 a.m.

Egg & I

1205 Main Street

Windsor, CO

Members Present

Tom Donnelly

Kevin Ross

Paul Steinway

MPO Staff Present

Crystal Hedberg

Terri Blackmore

The meeting was called to order by Chair Ross at 7:35 a.m.

Approval of Minutes:

Donnelly moved and Steinway seconded a motion to approve the November 17, 2016 meeting minutes. The motion passed unanimously.

FY UPWP Budget Amendment #2

Blackmore explained the \$40,000 amendment was for the addition of a Transfort-City of Fort Collins Work Task to undertake planning efforts to identify needed changes to the zoning provisions and existing MAX Bus Rapid Transit stations. No local match is required by the MPO Council for this work task. Steinway moved to recommend Council accept the FY UPWP Budget Amendment. Donnelly seconded the motion. The motion passed unanimously.

Financial Statement Presentation.

Concern was expressed at the December 2016 Council meeting regarding the presentation of the Financial Statements. Council was assured that the concern would be brought to the Finance Committee. Discussion revolved around the practice of spreading the budget evenly over the year. After discussion, staff agreed to produce a budget comparison that more accurately accounted for timing differences throughout the year. The year to date actual will be compared to year to date budget instead of an annual budget. The detailed financial statements will be reviewed and approved by the Finance Committee and a summary Statement of Revenues, Expenditures and Changes in Fund Balance will be presented to Council for approval. Staff will present the modified format to the Finance Committee for their approval. Staff committed to having a new format ready for the 1st Qtr. 2017 Financial Statements.

The meeting was adjourned at 8:10 a.m.

COMMITTEE REPORT: Mobility- Winter 2016

NEED A RIDE?

noco.findmyride.info

Find Northern Colorado Transit Services Info @ noco.findmyride.info



Mobility Coordination In the North Front Range MPO



Agency Spotlight: Senior Resource Services



Helping Hands for Seniors

Senior Resource Services (SRS) provides volunteer transportation in Weld County. The organization has seen its client numbers grow from 725 to 877 in 2016. The number of rides jumped by 26 percent from July to September, which means SRS has had to start a waiting list for new clients. To meet this new demand,

SRS plans to increase its organization and efficiency, public visibility, fundraising capacity, and number of volunteers providing direct services.

To increase efficiency and reduce cost per ride, SRS is implementing RideScheduler, a web-based scheduling program allowing the organization to commit fewer staff hours to scheduling, train willing volunteers to self-schedule rides, and provide easy access to statistical reports critical to tracking SRS's impact. The organization's website is currently being redesigned, which allows SRS to shift job duties to spend more staff hours on volunteer recruitment.

Rider's Guide Updates

The Online Rider's Guide continues to be an important resource for the region. More than 860 users have logged onto the online service to find potential service matches since January 1, 2016, with 81 percent of users being new.

To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023.

2017 Coordinated Plan Update

On October 19, the Larimer County and Weld County Mobility Committees held a joint meeting in Windsor to discuss the *2017 Coordinated Public Transit/Human Services Transportation Plan*. This was the first joint meeting of the two Mobility Committees, and produced a robust discussion of regional issues.

At the meeting, major topics of discussion included:

- Larimer County's *Senior Transportation Needs Report*
- Balancing transit connectivity with available finances
- Connecting surrounding towns and cities to take advantage of transit investments within the region's three largest cities
- Better training for transportation service providers

Discussions at the December meetings built on these topics by analyzing demographics and expected trends. Outreach with residents over 65 and with disabilities will begin next year.

Larimer County Mobility Committee
Third Thursday every other month
1:30 p.m.—3:00 p.m.
Location posted on NFRMPO website



Weld County Mobility Committee
Fourth Tuesday every other month
1:30 p.m.—3:00 p.m.
Greeley Chamber of Commerce

Mobility Management Funding

The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds.

NFRMPO mobility coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education.

Funding has been secured through September 2017 after NFRMPO staff submitted applications for \$5310 funds to both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.



Larimer County Mobility Committee

- ARC of Larimer County
- Berthoud Area Transportation Services - BATS
- Dial-A-Ride Advisory Committee - DARTAC
- City of Fort Collins Transfort
- City of Loveland Transit - COLT
- CO Division of Vocational Rehabilitation
- Columbine Healthcare Systems
- Senior Alternatives in Transportation - SAINT
- Foothills Gateway
- Larimer Center for Mental Health
- Larimer County Dept. of Health & Environment
- Larimer County Office on Aging
- Larimer County Workforce
- Loveland Disability Advisory Commission

Weld County Mobility Committee

- Colorado Department of Labor and Employment
- Connections for Independent Living
- Envision
- Greeley Center for Independence
- Greeley-Evans Transit GET
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County
- Weld Advocacy Network on Disabilities WAND



CONSENT ITEM: Air Quality Conformity

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 5, 2017 Greeley	Air Quality Conformity Determinations **CONSENT**	Becky Karasko
Objective/Request Action		
Staff requests Planning Council make a positive air quality conformity finding using the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination Report and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination Report for the 2040 Regional Transportation Plan (RTP) Amendment and the FY2018-2021 Transportation Improvement Program (TIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> 1. The Environmental Protection Agency (EPA) requires an updated air quality conformity determination regarding ozone and CO for the fiscally constrained 2040 Regional Transportation Plan (RTP) Amendment. 2. Both air quality conformity determination reports address assumptions about the future transportation system as programmed in the NFRMPO's FY2018-2021 Transportation Improvement Program (TIP). The ozone report also includes proposed projects located in the Upper Front Range Transportation Planning Region (UFRTPR) featured in their 2040 RTP and included in the Colorado Department of Transportation's (CDOT) FY2017-2020 Statewide TIP (STIP). 3. Both air quality conformity determination reports were released for public comment on November 10, 2016 and closed on December 10, 2016. Staff and CDPHE-APCD staff presented the report finding to the Air Quality Control Commission (AQCC) at their December 15, 2016 meeting. AQCC concurred with the positively conformity determinations. No public comments were received during the comment period or at the AQCC meeting. <p>Both reports require approval actions—conformity findings—by the Planning Council with concurrence by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and EPA.</p>		
Committee Discussion		
It was determined by the Interagency Consultation Group (ICG) that the 2040 RTP Amendment projects addition to the 2040 Regional Travel Demand Model and the 2040 RTP constituted a “non-routine” conformity determination and required a review by the Colorado Air Quality Control Commission’s (AQCC). The ICG includes staff from regional, state, and federal transportation and environmental/health agencies. These conformity determination reports are being processed under the AQCC’s Regulation Number 10 as “non-routine”.		
Supporting Information		
<p>The ozone standard for the Northern Subarea¹ of 0.075 ppm is classified as Marginal and does not require changes to the State Implementation Plan (SIP) at this time. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx).</p> <p>The Motor Vehicle Emission Budgets (MVEB's) for CO remain the same. The conformity reports reflect demographic and travel projections out to 2040.</p> <p>The test results for all pollutants (CO, NOx, and VOC) indicate no failures in the horizon years. Therefore, conformity is demonstrated for the Fort Collins and Greeley CO maintenance areas and the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Nonattainment Area. The following tables demonstrate compliance with MVEBs for CO and ozone precursors for the projected years.</p>		

Fort Collins Emissions Test (Tons per Day)

Pollutant	SIP Budget	2017	2023*	2025	2035	2040	Pass/Fail
Carbon Monoxide (CO)	94	32.12	24.59	22.07	12.63	12.43	Pass

Greeley Emissions Test (Tons per Day)

Pollutant	SIP Budget	2017	2019*	2025	2035	2040	Pass/Fail
Carbon Monoxide (CO)	60	20.57	19.25	15.29	9.10	9.24	Pass

* Socio-economic and vehicle travel data were interpolated from 2017 for both, 2023 (for Fort Collins), and for 2019 (for Greeley) between the 2015 and 2025 model years in the regional travel demand model. The emissions test was run for these interpolated years, per 40 CFR 93.118(d)(2).

**8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea¹)
(Emission Tons per Day²)**

Pollutant	SIP Budgets	2017	2025	2035	2040	Pass/Fail
Volatile Organic Compounds (VOC)	19.5	7.87	6.93	4.24	4.69	Pass
Oxides of Nitrogen (NOx)	20.5	11.83	7.50	5.01	4.69	Pass

¹The Northern Subarea includes the NFRMPO region and the UFR TPR “donut” area (within the Northern Subarea).

²The emissions of both VOC and NOx shown in the table are considered conservative due to two modeling assumptions:

- Additional VOC emission reductions would have been calculated if a more stringent, lower gasoline Reid Vapor Pressure (RVP) specification had been modeled. The assumed RVP for the Northern Subarea was 8.5 pounds per square inch (psi) and 10 percent by volume ethanol in all gasoline. In contrast, EPA established an applicable standard for gasoline at 7.8 psi under the federal volatility control program in the Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado 1997 8-hour ozone nonattainment area—as codified in volume 40 of the Code of Federal Regulations (CFR) Part 81--during the high ozone season, effective on March 31, 2010.
- No emission reduction credit in the model had been calculated for the State-only inspection and maintenance (I/M) program currently active in Larimer and Weld counties.

Full Reports Online:

The Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination and Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination documents are available on the NFRMPO website at: <http://nfrmpo.org/public-comment/#air-quality>.

Advantages

Approval of this conformity determination allows the Council to adopt the fiscally constrained 2040 RTP Amendment and adopt the FY2018-2021 TIP to remain in compliance and allow federal projects to move forward.

Disadvantages

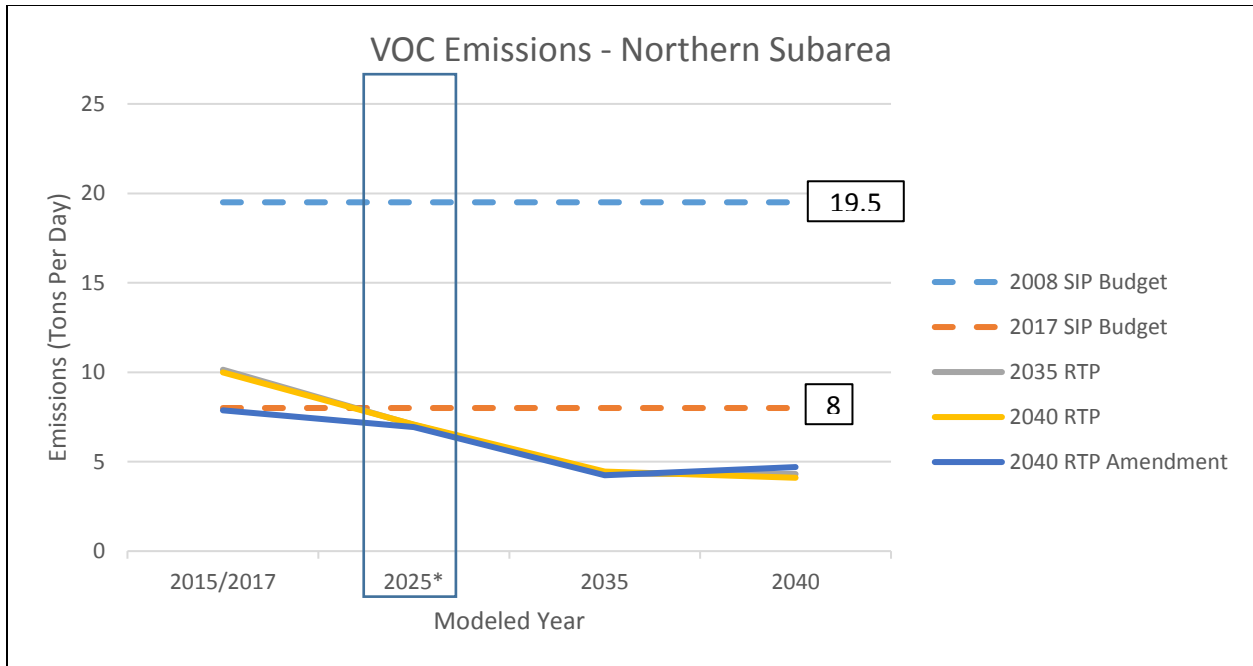
None noted.

Analysis/Recommendation

Staff requests Planning Council review the conformity determination reports and any public comment received to make a positive conformity finding.

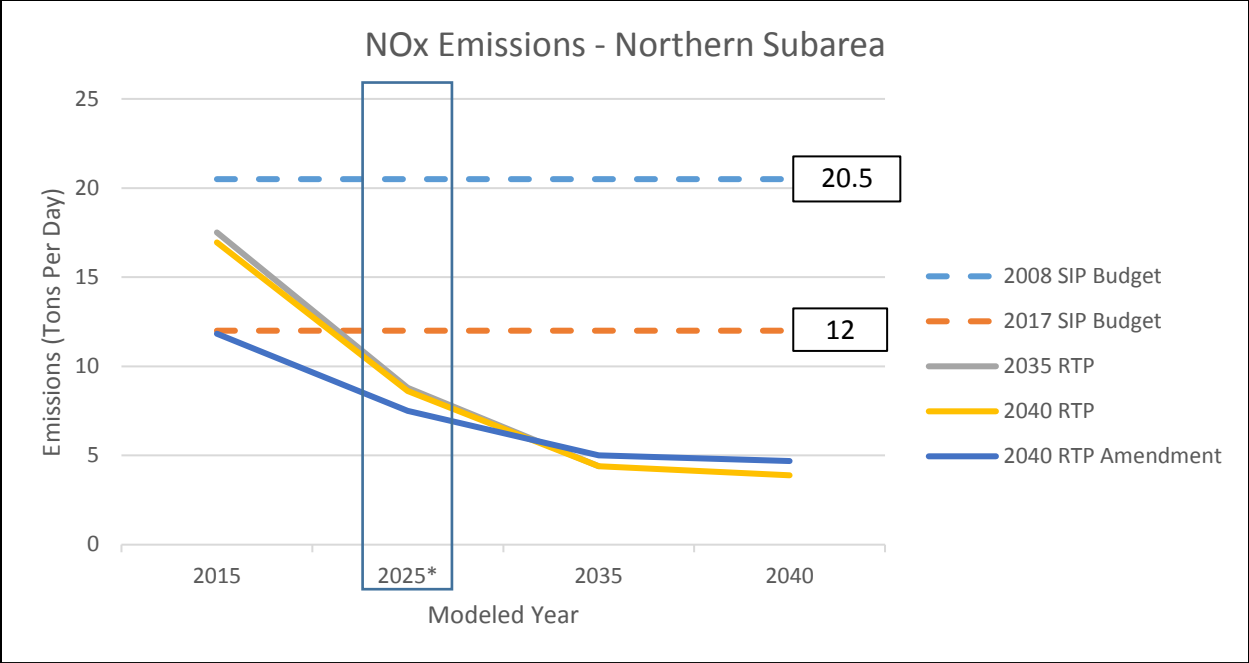
Attachments

- Resolution No. 2017-01
- Northern Subarea Change in VOC and NOx Emissions
- See full reports online, as noted above.



VOC - Northern Subarea					
	2008 SIP Budget	2017 SIP Budget	2035 RTP	2040 RTP	2040 RTP Amendment
2015/2017	19.5	8	10.14	9.99	7.87
2025*	19.5	8	7.06	7.08	6.93
2035	19.5	8	4.31	4.45	4.24
2040	19.5	8	4.31	4.1	4.69

* 2025 is the first year all North I-25 improvements included in the 2040 RTP Amendment are modeled in the 2040 Regional Travel Demand Model.



NOX - Northern Subarea					
	2008 SIP Budget	2017 SIP Budget	2035 RTP	2040 RTP	2040 RTP Amendment
2015	20.5	12	17.51	16.95	11.83
2025*	20.5	12	8.79	8.61	7.5
2035	20.5	12	4.4	4.39	5.01
2040	20.5	12		3.89	4.69

* 2025 is the first year all North I-25 improvements included in the 2040 RTP Amendment are modeled in the 2040 Regional Travel Demand Model.



RESOLUTION NO. 2017-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA 2040 FISCALLY
CONSTRAINED REGIONAL TRANSPORTATION PLAN AMENDMENT
AND THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION 2040 REGIONAL TRANSPORTATION PLAN, THE 2040 UPPER FRONT
RANGE TRANSPORTATION PLANNING REGION RTP, AND COLORADO FY2017-2020
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, 49 CFR PART 613 §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, portions of the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver-North Front Range 8-hour ozone nonattainment area which includes portions of Larimer and Weld counties outside the MPO contained in the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, Section 93.110(a) of the conformity rule requires conformity determinations based on the most recent planning assumptions in force at the time of conformity analysis; and

WHEREAS, the planning assumptions for the Northern Subarea were updated prior to conformity analysis, updating from forecast year 2035 to 2040; and

WHEREAS, the air quality conformity determinations conducted on the MPO’s fiscally constrained 2040 RTP Amendment and FY2018-2021 TIP, and the Colorado FY2017-2020 Statewide TIP (STIP) using the 2040 planning assumptions were within the federally approved emissions budgets; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing;

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, the fiscally constrained 2040 RTP Amendment, FY2018-2021 TIP, the 2040 Upper Front Range, and the Colorado FY2017-2020 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 5th day of January, 2017.

Kevin Ross, Chair

ATTEST:

Terri Blackmore, Executive Director

CONSENT ITEM: 2040 RTP Amendment

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 5, 2017 Greeley	2040 Regional Transportation Plan (RTP) Amendment **CONSENT**	Becky Karasko
Objective/Request Action		
TAC requests Planning Council adopt the 2040 Regional Transportation Plan (RTP) Amendment.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • The 2040 RTP Amendment is scheduled to be adopted, pending final public comment, at the January 5, 2017 Council meeting. • Council released the Draft RTP Amendment for the required 45-day public comment period from November 4, 2016 through December 18, 2016. • Air Quality Conformity will be approved by Council at the January 5, 2017 meeting. • TAC has reviewed the 2040 RTP Amendment and recommended approval. 		
Committee Discussion		
<p>TAC discussed the 2040 RTP Amendment at their September 21, 2016 meeting, and recommended Council approval at their October 19, 2016 meeting. The document was released for a 45-day public comment period prior to Planning Council adoption.</p>		
Supporting Information		
<ul style="list-style-type: none"> • NFRMPO staff held a call for 2040 RTP Amendments from Thursday, September 1, 2016 through Friday, September 16, 2016. Two Amendment requests were received: North I-25: SH56 to SH14 (while the portion from SH392 to SH14 is already in the 2040 RTP, this Amendment allows the entire corridor to be included in the RTP) and the Greeley-Evans Transit Transportation Center. • Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval and receive federal funding. Pending Planning Council approval, both projects will be incorporated into the 2040 RTP. • The 2040 RTP Amendment was made available for public comment on the NFRMPO website on November 4, 2016. The public comment period closed on December 18, 2016. No comments were received during the comment period. 		
Advantages		
<p>Approval of this conformity determination allows the Council to adopt the fiscally constrained 2040 RTP Amendment and adopt the FY2018-2021 TIP to remain in compliance and to allow federal projects to move forward.</p>		
Disadvantages		
<p>None noted.</p>		
Analysis/Recommendation		
<p>TAC recommends Planning Council adoption of the 2040 RTP Amendment.</p>		
Attachments		
<ul style="list-style-type: none"> • 2040 RTP Amendment Forms • Resolution No. 2017-02 		

Rev. 9/17/2014



COLORADO

Department of Transportation

Region 4

10601 W. 10th Street
Greeley, CO 80634
(970) 350.2103 (Fax) 350.2181

September 8, 2016

Ms. Terri Blackmore
Executive Director, North Front Range MPO
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Dear Ms. Blackmore,

RE: 2040 Regional Transportation Plan Amendment Request

On behalf of the Colorado Department of Transportation (CDOT), please accept the 2040 Regional Transportation Plan Amendment Request to expand the scope of I-25. Through regional efforts, significant new financial resources were secured to construct immediate improvements to this critical corridor.

Within the next four years, one new express lane in each direction, replacement/rehabilitation of four key pairs of bridges, ITS, transit and safety components, and replacement of portions of the existing facility will be constructed within the North Front Range. CDOT will employ a Design-Build contractor to expedite opening the new lanes to the public.

Future work planned for the I-25 corridor includes reconstructing interchanges, extension of express lanes, and additional safety work. The attached schedule identifies adequate resources to complete future interstate components, which are included in the preferred alternatives identified in the North I-25 Final Environmental Impact Statement and Record of Decision, as re-evaluated.

We look forward to a timely amendment approval to the 2040 Regional Transportation Plan in order to proceed with this essential work.

Sincerely,

Johnny Olson, P.E.
Region 4 Transportation Director

JWO:KS:mbc

Attachment

pc: Corey Stewart / Heather Paddock / Scott Rees
J. Eussen / K. Schneiders
File



2040 RTP Amendment Request Form 2016



Due to NFRMPO Staff no later than 5:00 p.m. Friday, September 16, 2016

Requesting Agency Information		
Project Sponsor Agency: Colorado Department of Transportation	Agency Contact: Johnny Olson	Telephone: 970/ 350-2101
Mailing Address: 10601 West 10th Street	Email Address: j.olson@state.co.us	
City: Greeley	State: CO	ZIP Code: 80631
Additional Financial Sponsors (if applicable): Berthoud, Evans, Fort Collins, Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor, McWhinney Development		

Project Description	
Project Name: North I-25: SH56 to SH14	Jurisdiction(s): Berthoud, Fort Collins, Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor
Project Location (attach map of project location as well): North I-25 and associated areas	Project Type Mobility, Bridge, Safety, Operations, Transit, Non-Motorized vehicles
Project Limits (to and from): SH56 (MP 250) - SH14 (MP 270)	Project Length (miles): 20 miles
Is this part of an ongoing project? If so, please describe. Yes. The North I-25 Final Environmental Impact Statement (FEIS) studied from Denver Union Station to SH14 in Fort Collins. This amendment continues implementing the outcomes of the FEIS.	
Project Description: Includes construction of 2 Express Lanes (one each direction), reconstruction of failing pavement, repairs or replacement of appropriate mainline I-25 structures, interchange improvements, park & ride replacement / enhancement, accommodate regional trail connections ITS technology throughout the corridor and other related safety / operational improvements. The first project will begin construction in early 2018 with opening in late 2020.	
Project Phase(s), if applicable (Construction, Design, ROW, etc.): Design / ROW / Utilities / Construction	Fiscal Year(s) of Construction: First project 2018-2020
Reason for Amendment request: New transportation funding sources have emerged since the passage of the FAST Act in December 2015. Through cooperative efforts, all \$237 million needed to complete the first construction project was identified for immediate programming. Other reasonably anticipated revenues will be accumulated to fully fund the corridor improvements.	

2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed		
MPO Goal	Performance Measure(s)	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	-Conforms to Air Quality Conformity -Investment in Infrastructure	The project's primary objective is to construct one express lane in each direction from SH56 to SH14. The project will complement the I25: SH392 to SH14 in currently listed the 2040 NFR fiscally constrained plan by expanding the project scope and length. The project will improve mobility and provide a sustainable alternative to congestion along North I-25. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the express lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes. The mixture of SOV tolled and HOV/Transit non-tolled vehicles using the lanes would be managed through variable pricing for SOVs to maintain free flow conditions within the express lanes, even during peak travel hours. The rehabilitation and replacement of key bridges in the corridor are sound investments that will allow the final alignment of I-25 to be constructed in the near future. All of these improvements reduce vehicle idling by keeping traffic moving along the corridor.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Reliable travel times	Installation of express lanes, with associated operational and safety improvements throughout the project segments encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	-Support transportation services for all including the most vulnerable and transit dependent populations. -Implement RTE, Regional Bike Plan and North I-25 EIS	Provides travelers with transportation choices – carpooling, vanpooling, public transit, or paying to use express lanes while driving alone. Project enables a critical connection of the Cache La Poudre Regional trail to be constructed by local agencies, which is part of the Governor's 16 in 16 focus, as well as improving Bustang Regional transit service reliability by relocating the US34 Park & Ride to Kendall Parkway and constructing bus-only slip ramps to reduce travel time. Bustang provides critical connections between Northern Colorado and the Denver Metro area by connecting to bus and rail service in Denver Union Station. Via DUS, users can connect to national travel on Amtrak or national / international travel options at Denver International Airport. All of these activities are components of the I25 FEIS Preferred Alternative.

Goal 4: Optimize operations of transportation facilities	-Use TDM techniques to reduce congestion and optimize the system. -Implement ITS -Reduce project delivery time frame	Carpooling / vanpooling services will be enhanced through more reliable travel times due to free use of the express lane. The installation of state of the industry ITS components will aid the express lanes tolling and operations, as well as increased traveler information (travel time, ramp metering, etc). By utilizing Design / Build methodology, the project will be constructed quickly while taking advantage of contractor creativity.
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How does the project support the MPO Goal(s)? (Please attach all relevant data)

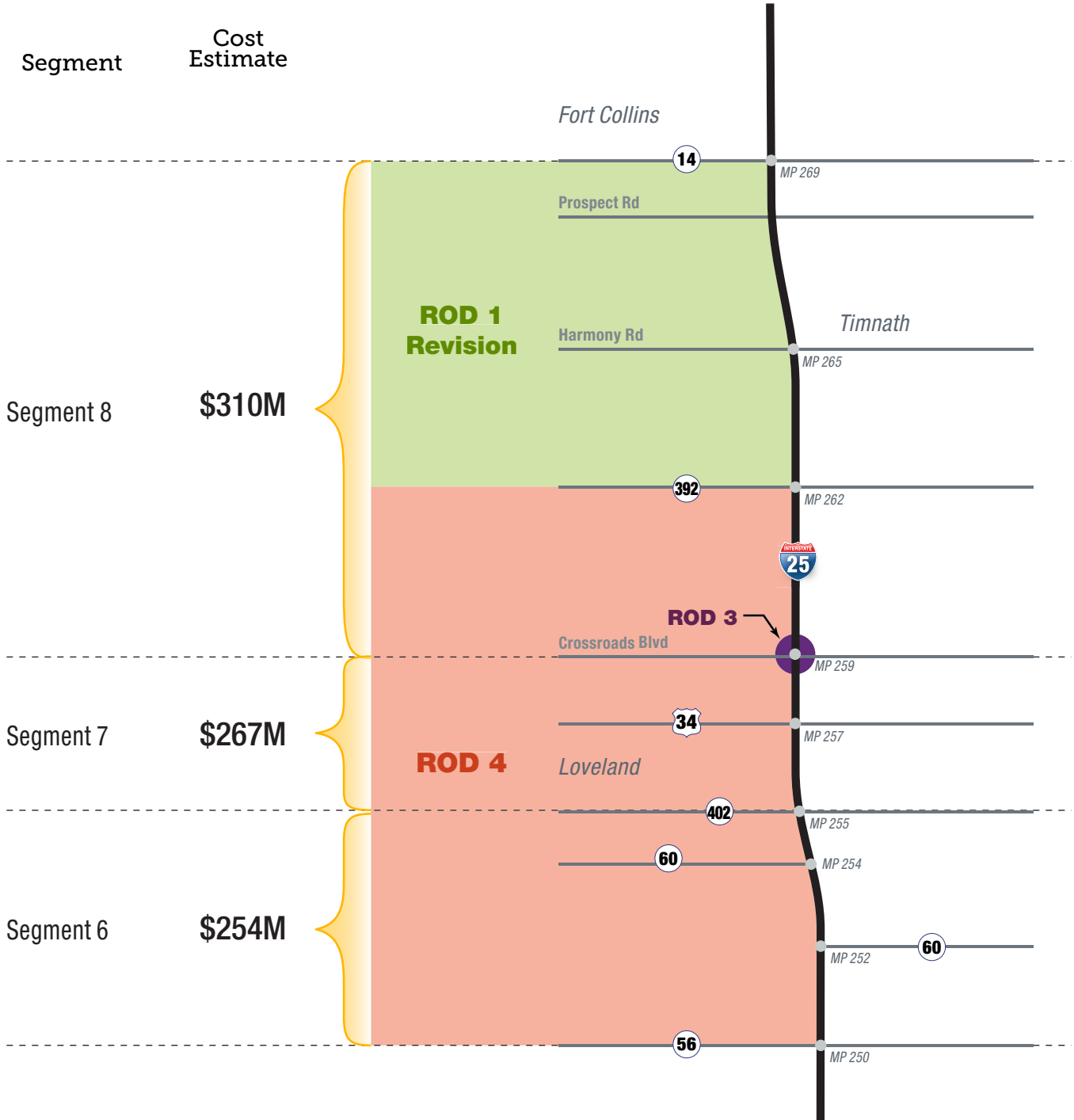
Project Funding			
Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
See attached			
Total Project Cost		\$	-

Supporting documentation attached or linked (optional): <i>i.e. Studies, Master Plans, Comprehensive Plans</i>	https://www.codot.gov/projects/north-i-25-eis https://www.codot.gov/projects/NorthI-25/additional-information/tiger https://www.codot.gov/projects/NorthI-25/i-25-managed-lanes-traffic-operations-analysis
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Submit completed form to Becky Karasko at bkarasko@nfrmpo.org no later than 5:00 p.m. on Friday,

North Front Range MPO

North I-25 - Regional Transportation Plan Amendment



**2040 RTP Amendment
Request Form
2016**



Due to NFRMPO Staff no later than 5:00 p.m. Friday, September 16, 2016

Requesting Agency Information		
Project Sponsor Agency: City of Greeley / GET	Agency Contact: Will Jones	Telephone: 970-350-9751
Mailing Address: 1200 A Street		Email Address: will.jones@greeleygov.com
City: Greeley	State: CO	ZIP Code: 80631
Additional Financial Sponsors (if applicable): Colorado Department of Transportation		
Project Description		
Project Name: Greeley-Evans Transportation Center	Jurisdiction(s): City of Greeley	
Project Location (attach map of project location as well): Greeley Evans Transit Office (map provided)	Project Type (Mobility, Safety, Bridge, etc.): Mobility	
Project Limits (to and from): A Street South to RR Tracks and from GET office to 11th Avenue	Project Length (miles): N/A	
Is this part of an ongoing project? If so, please describe. N/A		
Project Description: The project will construct a regional transportation hub that will include the following amenities: <ul style="list-style-type: none"> • Concrete bus pull-in's to facilitate current and future routes. Several lanes sized to accommodate larger over the road coaches. • Shelters at respective pull-ins • Building to include climate controlled indoor lobby to accommodate 30-40 seated customers, future customer service representative area, customer and separate driver restrooms and a small storage area. • Electronic sign-age notating passenger information and departures • Security camera system for both the park-n-ride lot and the transfer center and associated fiber connections • Bike racks to facilitate inter-modal transportation from Poudre Trail as this regional trail very close to the proposed facility • Way-Finding signs for the park-n-ride • Lighting This project will be extremely beneficial to the system and the region as it will not only facilitate current transit operations but also future expansion to include but not limited to regional routes.		
Project Phase(s), if applicable (Construction, Design, ROW, etc.): N/A	Fiscal Year(s) of Construction: 2017	
Reason for Amendment request: There were previously not enough funds for construction; however, there are now enough funds (FASTER & local) to complete the project.		

2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed below, please type "N/A" in both the Performance Measure(s) and Project Impact columns.

MPO Goal	<u>Performance Measure(s)</u>	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	Air Quality	By improving non-motorized facilities it helps to entice new riders to utilize transit and hence potentially decrease the amount of people driving. Furthermore, this facility will facilitate future regional routes which will continue to help entice single occupant vehicles.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Regionally significant congested corridors	This new facility will not immediately impact the performance measures associated with this goal but overall it will help facilitate the goal and long term facilitate regional routes that will help to reduce congestion on regionally significant corridors.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	Non-motorized facilities per capita	As this is the construction of a new non-motorized facility it will have a direct impact on both the goal and performance measure.
Goal 4: Optimize operations of transportation facilities	Fixed Route ridership per capita within service area	The construction of this facility help to facilitate future regional routes which intern will increase ridership. This combined with the fact that the facility is much nicer than our current transfer center will only further entice people to utilize our transit system.

How does the project support the MPO Goal(s)? (Please attach all relevant data)

This project helps facilitates the above mentioned goals as well as the Regional Transit Element (RTE) of the Regional Transportation Plan (RTP). More specifically it will help to facilitate a regional route between Greeley, Windsor and Fort Collins.

Project Funding

Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
State	CDOT FASTER	\$ 2,815,000.00	FY17
Local	General Fund	\$ 743,000.00	FY17

Total Project Cost	\$ 3,558,000.00 -
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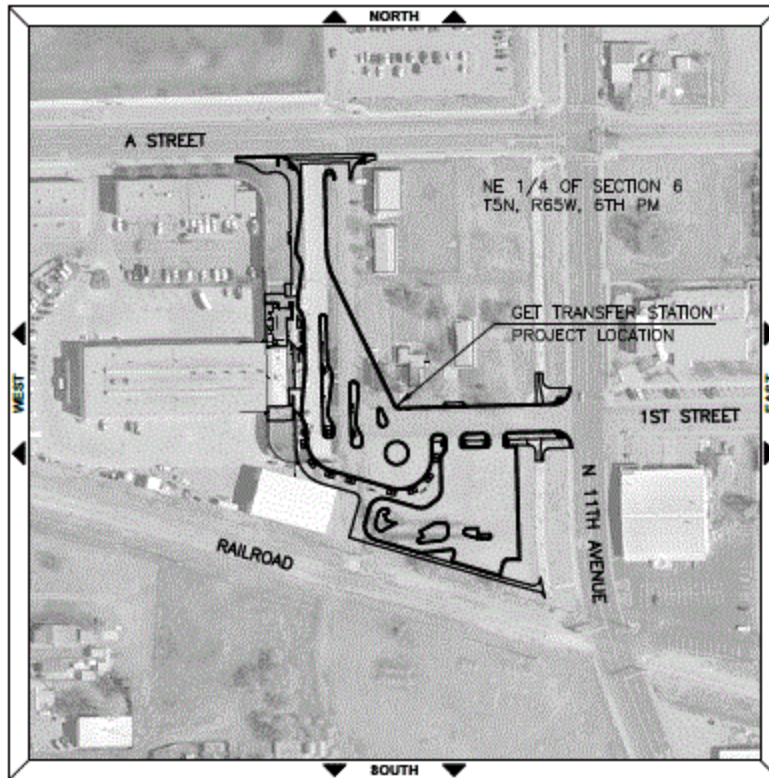
Supporting documentation attached or linked (optional):
i.e. *Studies, Master Plans, Comprehensive Plans*

Submit completed form to Becky Karasko at bkarasko@nfrmpo.org no later than 5:00 p.m. on Friday, September 16, 2016.

GREELEY-EVANS TRANSIT TRANSFER STATION
FINAL DESIGN
WELD COUNTY, COLORADO

SCALE OF ORIGINAL DRAWINGS

ON PLAN 1" = 30'



VICINITY MAP



**RESOLUTION NO. 2017-02
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT**

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

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

WHEREAS, the Cities of Fort Collins and Greeley are currently designated as Maintenance Areas for Carbon Monoxide (CO) and the North Front Range also is within the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for Carbon Monoxide; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, finds that the 2040 Regional Transportation Plan (RTP) Amendment, per Resolution No. 2017-02, is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.322.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 5th day of January, 2017.

Kevin Ross, Chair

ATTEST:

Terri Blackmore, Executive Director

CONSENT ITEM: 2016 Non-Motorized Plan

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 5, 2016 Greeley	2016 Non-Motorized Plan **CONSENT**	Aaron Buckley
Objective/Request Action		
TAC is requesting Planning Council adopt the 2016 Non-Motorized Plan (NMP)		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • The NMP updates the <u>2013 Regional Bicycle Plan</u> and introduces a pedestrian component • The Non-Motorized Plan (NMP) consists of six chapters and Appendices • The <u>2040 Regional Transportation Plan's</u> non-motorized facilities per capita performance measure is reported • A NMP survey using convenience sampling was distributed at 14 public events and received 265 responses before closing November 1, 2016 • MPO staff gave NMP presentations to transportation boards in Fort Collins, Greeley, and Loveland. Additionally, presentations were given to the Larimer and Weld County Mobility Committees. • At their December 21, 2016 meeting, TAC took action recommending Planning Council adopt the 2016 NMP. 		
Committee Discussion		
<p>This is the second time the 2016 Non-Motorized Plan has come before Planning Council. At the December 21, 2016 meeting, TAC took action to recommended Policy Committee approval of the 2016 Non-Motorized Plan.</p>		
Supporting Information		
<p>On May 18, TAC received a memo regarding the NMP table of contents and direction. Since May, MPO staff have focused on the NMP development and completion.</p> <p>The MPO staff mapped sidewalks, trails, and on-road bicycle facilities within the region; distributed a six-question survey at public events, presented at transportation boards, mobility committees, and partner agencies; and identified and mapped regional counts.</p> <p>The NMP documents the benefits of investing in non-motorized transportation, reports on the Non-Motorized Facilities Per Capita 2040 RTP performance measure, reviews survey data, complies non-motorized planning efforts by NFRMPO member communities; identifies count programs in the region; explains funding sources for non-motorized transportation; recognizes emerging trends and technologies in the NFRMPO region; and concludes with next steps.</p> <p>In the Appendices, staff included data from the non-motorized survey, funding source information, sidewalk audit materials, bicycle parking resources, non-motorized count guidance, bicycle share information, and a wayfinding template.</p> <p>The full 2016 NMP can be accessed here: http://bit.ly/2eLRyDb.</p>		
Advantages		
<ul style="list-style-type: none"> • Provides baseline information on non-motorized facilities in the region • Establishes next steps for non-motorized transportation improvements within the region • Provides a planning document for communities to reference when applying for grants 		
Disadvantages		
<p>Not having a NMP leaves the region without a resource that can be used to organize regional non-motorized resident's transportation options particularly for sidewalk improvements.</p>		
Analysis/Recommendation		
<p>TAC requests Planning Council adopt the 2016 Non-Motorized Plan.</p>		
Attachments		
<p>None.</p>		

ACTION ITEM: FY2016 TMA Program of Projects

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
January 5, 2017 Greeley	FY2016 TMA Program of Projects (POP)	David Averill
Objective / Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for FFY 2016 FTA §5307, §5310, and §5339 apportionments for the Fort Collins TMA.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins is the Designated Recipient of FTA §5307, §5310, and §5339 funding for the Fort Collins TMA area. These funds are used for: public transportation capital, planning, job access and reverse commute projects, as well as limited operating expenses (§5307); formula funding for the Enhanced Mobility of Seniors and Individuals with Disabilities (§5310); and capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities (§5339).</p> <p>The FFY 2016 funding is \$4,168,113 for FTA §5307; \$189,213 for FTA §5310; and \$387,891 for FTA §5339.</p> <p>Fort Collins works with the other TMA members to develop a distribution of available funds and identify the projects to be funded (called the Program of Projects (POP)).</p> <p>Of particular note with the FFY 2016 funding;</p> <ul style="list-style-type: none"> • §5307 - Fort Collins has entered into swap arrangements with all participating agencies where the City is exchanging its local funding for federal funding and therefore, freeing the participating agencies from future federal Triennial reviews • A public hearing will be held from 4:30 to 5:30 p.m. at the Downtown Transit Center in Fort Collins prior to the NFRMPO Council Meeting on January 4, 2017. Public notice of the hearing has been published in the two primary TMA newspapers. 		
Committee Discussion		
<p>This is the first time the Planning Council has discussed the FFY 2016 TMA Program of Projects (POP). TAC discussed this item at its December 21, 2016 meeting and recommends Planning Council approval of the POP as submitted.</p>		
Supporting Information		
<p>There is a planning requirement under 49 U.S.C. Chapter 53, for a designated recipient of FTA §5307, §5310, and §5339 funding to develop a POP for inclusion in the TIP. A POP is a project list proposed by the Designated Recipient in cooperation with the metropolitan planning organization funded using the urbanized area's §5307, §5310, and §5339 apportionments.</p> <p>The POP includes a brief project descriptions, including any sub-allocation among public transportation providers, total project costs, and federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s); • Identify and select the projects that the MPO will include in a metropolitan transportation plan, transportation improvement program (TIP), long-range statewide transportation plan, 		

statewide transportation improvement program (STIP), and/or unified planning work program (UPWP);

Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations;

- Ensure that the annual POP complies with the requirements that at least one percent of the apportionment is used for associated transit improvements and that at least one percent is used for public transportation security projects unless all security needs are certified to have been met; and
- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation.

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for Planning Council approval. Following approval, this item will be included in the FY2016-2019 TIP and FY2017-2020 STIP.

Advantages

Complies with the public participation process as determined by 49 U.S.C. Chapter 53 and prepares or authorizes funding use by the various agencies.

Disadvantages

None noted.

Analysis /Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have or will meet all federal requirements as the Designated Recipient of these specific FTA funds. TAC recommends Planning Council approval.

Attachments

- FFY 2016 - Programs of Projects (POP)
- FFY 2016 Federal Register Apportionments (sent as email attachment with packet)
- FTA §5307, §5310, and §5339 Factsheets
- January 4, 2017 Public Hearing Public Notice

2016 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2016 FTA SECTION 5307 - \$4,168,113

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Operation of fixed route service including FLEX - fuel and personnel costs	Fort Collins	\$4,176,532	\$2,012,913 Federal and \$2,012,913 local - 50% local match requirement
Preventive Maintenance activities (vehicles and facilities)	Fort Collins	\$ 2,250,000	\$1,800,000 Federal and \$450,000 local - 20% local match requirement
3rd Party Cost of Contracting - Veolia contract to provide paratransit services	Fort Collins	\$ 888,000	\$355,200 Federal and \$532,800 local - 20% local match requirement
Total Project Costs - Fort Collins		\$ 7,314,532	
Total Federal Costs - Fort Collins		\$ 4,168,113	

unchanged from 2015
big jump in local match from 2015 ~\$123k

FFY 2016 FTA SECTION 5310 - \$189,213

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Operation of Larimer County Mobility Coordination Program	Fort Collins (Pass-Thru)	\$ 34,958	\$27,966 Federal and \$6,992 Local - 20% local match requirement
Access A Cab - Paratransit Service to Bridge Loveland & Fort Collins	Fort Collins (Pass-Thru)	\$ 201,558	\$161,247 Federal and \$40,311 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$ 236,516	
Total Federal Costs - Fort Collins		\$ 189,213	

FFY 2016 FTA SECTION 5339 - \$387,891

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Roof Calking - Portner Road Facility	Fort Collins	\$60,000	\$48,000 Federal and \$12,000 Local - 20% match requirement
Supervisor Vehicle	Fort Collins	\$35,000	\$28,000 Federal and \$7,000 Local - 20% match requirement
Specialty Lifts for repair shop	Fort Collins	\$55,000	\$44,000 Federal and \$11,000 Local - 20% match requirement
Purchase of Mobile Data Terminals	Fort Collins	\$126,000	\$108,000 Federal and \$25,200 Local - 20% match requirement
Buswash replacement	Fort Collins	\$198,864	\$159,091 Federal and \$39,773 Local - 20% match requirement
Clever Works Licensing (AVL and dispatch software)	Fort Collins	\$10,000	\$8,000 Federal and \$2,000 Local - 20% match requirement
Total Project Costs - Fort Collins		\$484,864	
Total Federal Costs - Fort Collins		\$ 387,891	



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
URBANIZED AREA FORMULA PROGRAM GRANTS
49 U.S.C. Chapter 53, Sections 5307 & 5340

	FY16 (in millions)	FY17 (in millions)	FY18 (in millions)	FY19 (in millions)	FY20 (in millions)
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
Urbanized Area Formula Program TOTAL	\$5,075.16	\$5,174.11	\$5,279.68	\$5,388.42	\$5,499.48

PROGRAM PURPOSE: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Statutory References: 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

Program Requirement: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and>

Eligible Recipients: Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor’s designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Eligible Activities: Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

What's Changed?

The 100 Bus Rule has been expanded to include demand response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

Funding:

Federal Share: The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Formula Details: Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Passenger Ferry Grant Program: \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

Anything else relevant: Funds are available the year appropriated plus five years.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
Chapter 53 Section 5310

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	n/a	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
5310 Total	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

PROGRAM PURPOSE:

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References: 49 U.S.C. Section 5310 / FAST Act Section 3006

Program Guidance: [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions](#)

Eligible Recipients:

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
 - State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
 - The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

Eligible Activities:

- At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

Funding:

Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

Formula Details:

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
 - Large UZAs: 60%
 - Small UZAs: 20%
 - Rural: 20%
 - States can transfer small urban or rural allocations to large UZA’s but not the other way around.

Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:
http://www.aoa.gov/AOA_programs/OAA/resources/faqs.aspx#Transportation
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: www.Eldercare.gov) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:
http://www.fta.dot.gov/documents/14_Half_Fare_TriennialGuidance_FY2011.pdf

For Additional Information on FTA and the FAST Act, please visit: www.transit.dot.gov/fast



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
 GRANTS FOR BUS AND BUS FACILITIES
 SECTION 5339**

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
5339 Program TOTAL	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

Purpose

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Statutory References

49 U.S.C. Section 5339 / FAST Act Section 3017

Program Guidance: [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

Eligible Recipients

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

What's Changed?

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Funding

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
 - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
 - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2016 Federal Transit Administration (FTA) FTA Section's 5307, 5310 & 5339 apportionments for the Fort Collins Transportation Management Area (TMA) area. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA area. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY 2016 Section 5307 available funding: \$ 4,168,113
- FY 2016 Section 5310 available funding: \$ 189,213
- FY 2016 Section 5339 available funding: \$ 387,891

The Proposed Program of Projects (POP) includes:

5307 Program

1. Fixed Route Service Operations \$ 3,886,626
2. Preventive Maintenance \$ 2,250,000
3. Paratransit Service Contracting \$ 1,062,000

5310 Program

1. Mobility Coordination Program \$ 34,958
2. Access A Cab Paratransit Service \$ 201,558

5339 Program

1. Facility Maintenance, Portner Road maintenance facility \$60,000
2. Road Supervisor vehicle \$35,000
3. Specialty lifts for repair shop \$55,000
4. Purchase of Mobile Data Terminals \$126,000
5. Bus wash replacement at Portner Road facility \$198,864
6. Licensing for Automatic Vehicle Location and dispatch software \$10,000

Total Project Costs - \$ 8,035,912

Total Federal Costs - \$ 4,745,217

Detailed information on the aforementioned projects may be obtained by contacting David Averill at Transfort / Dial A Ride (970-416-4316 / daverill@fcgov.com). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2016 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 4:30 pm – 5:30 pm, January 4th, 2017 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. All members of the public are encouraged to attend and provide comment.

Pending no amendments, this proposed FFY2016 Program of Projects will be considered the final Program of Projects and will be forwarded to the January 5th, 2017 meeting of the North Front Range Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.

ACTION ITEM: FY2017 UPWP Amendment #2

2.10 TRANSFORT – MAX STATION AREA PLANNING PROJECT

OBJECTIVE:

This work task is an effort by Transfort-City of Fort Collins, to identify needed changes to the zoning provisions around existing MAX Bus Rapid Transit stations. This effort will set the stage for transit supportive land use that is essential for supporting transit services provided in the MAX Bus Rapid Transit corridor.

METHOD:

The City of Fort Collins-Transfort is the lead agency in the development, implementation, and monitoring of this plan. Grant funds will be used to procure professional consulting services for this project.

OVERALL IMPACT/INTENT:

This project will produce strategies that the City of Fort Collins can implement make changes to land uses allowed and better serve customers by ultimately increasing transit ridership within the region.

PRODUCTS:

- 1. Existing conditions review and analysis
- 2. Development of proformas for potential development/redevelopment sites
- 3. Development of Station area concepts
- 4. Final Report

FY 2017-2018

PERSON/WEEKS: 52

2017-2018 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$40,000
Travel	\$0
Indirect	\$0
Total	\$40,000

DISTRIBUTION:

Federal	
5304 (80.00%)	\$40,000
5304 match (20.00%)	<u>\$10,000</u>
Total	\$50,000

DISCUSSION ITEM: FY2018-2021 TIP



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Becky Karasko
Regional Transportation Planning
Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance and Operations Manager

MEMORANDUM

To: NFRMPO Planning Council

From: Aaron Buckley

Date: January 5, 2016

Re: FY2018-2021 Transportation Improvement Program

Background

Every two years the NFRMPO conducts a Call for Projects to select projects for a new four year Transportation Improvement Program (TIP).

During the TIP development process, changes are made to reflect the current surface transportation bill, clarify language, and ensure the descriptive portion of the TIP related to the adoption, amendment, and modification of the projects reflects the desires of the NFRMPO members.

FY2018 – FY2021 TIP Development

NFRMPO staff used the FY2016-19 TIP narrative as a template to update the FY2018-21 TIP. Updates have been made to incorporate the new federal transportation bill, Fixing America's Surface Transportation (FAST) Act, in the TIP. The former STP Metro program has been updated to reflect the FAST Surface Transportation Block Grant (STBG) Program and the former Transportation Alternatives Program (TAP) has been updated to reflect the FAST Transportation Alternatives (TA) program.

Language regarding TIP Modification and Amendment requirements has been updated to ensure clarity for all NFRMPO member communities and partners. An Amendment will now be triggered by a federal funding change of \$2M or 25 percent. The addition or deletion of a project also triggers an amendment. A draft of the proposed TIP narrative and policies is attached.

NFRMPO staff updated TIP tables to list the FY2018-21 TIP projects and funding pools. Updates and additions from the FY2016-19 TIP include:

- Project descriptions;
- Project funding contained in the previous TIP for FY2016 and FY2017 if available;
- Funding placeholders for FY2022 and FY2023 funds for CDOT's rolling State Transportation Improvement Program (STIP);
- Reduction in the number of acronyms; and
- General formatting improvements.

Projects with FY2018 and FY2019 funds in the FY2016-19 TIP have been included in the FY2018-21 TIP. Projects funded in the most recent Call for Projects have been included in the tables for FY2020 and FY2021.

Action

TAC and staff request Planning Council members review the proposed FY2018-2021 TIP and provide comments by Friday, January 20, 2017.

STAC REPORT: December 2016

STAC Summary – December 2nd, 2016

- 1) **Introductions & October Minutes** – *Vince Rogalski (STAC Chair)*
 - a) October STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) A new round of FASTLANE grant applications are due December 15th and CDOT staff is working to strengthen and submit these before the deadline (more detail later in the agenda).
 - b) A portion of previously anticipated SB 228 funds have been redirected in the Governor’s proposed budget, so this year CDOT may only receive enough to fund its existing commitments to I-25 North.
 - c) The Transportation Commission and CDOT staff are awaiting more detail on the potential \$500 billion - \$1 trillion infrastructure program proposed by the President Elect and preparing for how it may impact CDOT in the coming years.
- 3) **TPR Reports** – *STAC Representatives*
- 4) **Chief Engineer Update** – *Joshua Laipply (CDOT Chief Engineer)*
 - a) Improperly installed guardrail end treatments identified in part by an investigative news report are being addressed via a full statewide inventory (99.5% complete) indicates that approximately 0.8% of guardrail end treatments in the state require repair. Thus far 20% of identified issues have been fixed and CDOT is working with local agency representatives to help them address any similar problems that may exist on local infrastructure.
 - b) The Colorado Supreme Court recently ruled that the Transportation Commission’s decision to delegate condemnation authority to the Executive Director and Chief Engineer is not constitutional, and therefore CDOT has revamped its process to allow the Chief Engineer to begin ROW acquisition negotiations at 30% construction but reserves ultimate condemnation authority for the TC. A side effect of this new process is that it may increase the project development timeline by 30 to 60 days
 - c) CDOT executive management recently met with members of the Legislature to discuss CDOT’s statewide financial needs and its efforts to identify and prioritize projects for construction if and when new federal or state funding becomes available in the future.
 - d) STAC Discussion: STAC members suggest that CDOT consider working with Utah DOT to learn more about their funding approach and relatively low level of dependence on federal resources.
- 5) **Federal and State Legislative Report** – *Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)*
 - a) The 2016 election resulted in Republican control of the Presidency, Senate, and House of Representatives.
 - b) CDOT is awaiting details on the proposed federal infrastructure program that may range from \$500 billion to \$1 trillion and be based on formula distribution, public private partnerships, and/or federal tax credits. In the meantime, staff are preparing information in order to communicate Colorado’s needs and priorities.
 - c) At the state level, CDOT is engaged with the Joint Budget Committee (JBC) and they recognize the importance and needs of the transportation system. CDOT staff are hopeful that a bipartisan effort will produce something positive during the coming legislative session.
- 6) **Break**
- 7) **10-Year Development Program & Project Selection** – *Jeff Sudmeier (CDOT Multimodal Planning Branch)*
 - a) CDOT staff are continuing to discuss and hone a list of proposed project selection criteria to use in conjunction with the Development Program as new funding sources become available. Staff are

- soliciting STAC input on what these criteria should include. Criteria evaluation is not a final determination, but rather a tool for project selection process to occur later. The draft criteria are based largely on Statewide Transportation Plan and Policy Directive 14 goal areas.
- b) The proposed decrease in SB 228 funds included in the Governor’s budget has prompted the TC to postpone the consideration of any additional SB 228 projects (apart from I-25 North) until more information is known about future SB 228 and/or federal funding levels.
 - c) STAC Discussion: STAC members discussed the need for a mix of objective and subjective measures in future project selection efforts, given the significant regional differences statewide. There was also discussion of the advantages and disadvantages in being able to sort, score, and/or rank projects on the Development Program even without specific funding sources identified. STAC members requested a more in-depth workshop on this topic to be held at a future STAC meeting.
- 8) **FASTLANE Grants** – *Debra Perkins-Smith (Division of Transportation Development)*
- a) The next round of FASTLANE grant applications are due on December 15th, 2016 and CDOT staff is working to quickly submit on behalf of the Department.
 - b) Following an analysis of successful FASTLANE applications, CDOT has updated its prior project applications to make them more competitive for resubmission. Changes include increased match levels, decreased project scopes, and higher benefit/cost ratios.
 - c) CDOT will submit applications for two projects and also support La Plata County’s application for a third with the intention of providing match for whichever project is selected (if any). The three projects are:
 - i) US 85 Centennial Highway Improvement (*Large Project Category*)
 - ii) Truck Parking Information System (*Small Project Category*)
 - iii) US 550 Improvement (*Small Project Category, submitted by La Plata County*)
 - d) STAC Discussion: STAC members discussed how the La Plata County US 550 project could attain full CDOT sponsorship and whether such status positively or negatively impacts its chances to receive FASTLANE funding. CDOT staff pointed out that historically local agency projects have actually had *more* success than CDOT-sponsored projects in winning competitive federal grants.
- 9) **FY17/18 Budget Workshop** – *Maria Sobota (CDOT Division of Accounting & Finance)*
- a) The Transportation Commission passed the draft budget and the final version will be approved in the spring.
 - b) A few changes to the budget are included in the version contained in the STAC packet:
 - i) SB 228 funds have been reduced in the Governor’s budget, but require legislative approval.
 - ii) A 2.5% cost of living salary increase has been recommended in the Governor’s budget.
 - iii) Based on a DAF-recommended assessment of TC Contingency fund use, \$16 million of these funds were kept in place and the remainder moved into a new Program Reserve line.
 - c) STAC Discussion: STAC members inquired about the process of reinvesting debt service from TRANS Bonds into the statewide asset management program. CDOT staff explained the process and emphasized the central role that regional staff play in prioritizing these funds among qualifying asset management projects in their areas.
- 10) **Colorado Road Usage Charge** – *Tim Kirby (CDOT Multimodal Planning Branch)*
- a) CDOT staff provided an update on the Road Usage Charge (RUC) pilot and solicited feedback from the group. Some details include:
 - i) A new funding source for transportation is needed give the increasing fuel efficiency of vehicles, growing state population, and declining purchasing power – a “perfect storm”.
 - ii) A RUC system is intended to treat transportation like a utility, funded based on usage, resulting in a more equitable system overall.

- iii) RUC would be a *replacement* for the gas tax, not an addition to it.
 - iv) The RUC Pilot is a 100-participants proof of concept research effort meant to identify potential benefits and challenges of such a system and solicit feedback from Coloradans.
 - v) The pilot will last 4 months, use simulated payments, and offer 3 methods of data collection.
 - b) CDOT staff will keep STAC members up to date on the progress and results of the RUC Pilot.
 - c) STAC Discussion: STAC members voiced concerns on the equity of a RUC system, the potential for negative impacts on freight traffic, the appropriate manner of funding transit operations, and the importance of linking RUC mileage rates to inflation to avoid future issues.
- 11) **STAC & TC Workshop Follow-Up** – *Vince Rogalski (STAC Chair)*
- a) The last STAC meeting included a workshop with 4 members of the TC to discuss improved coordination and information sharing between the two groups.
 - b) STAC Discussion: STAC members agreed that the meeting was very positive and hope that the relationship between STAC and TC will continue to be productive.
- 12) **2017 STAC Calendar & Agenda Topics** – *Vince Rogalski (STAC Chair)*
- a) The proposed 2017 STAC agenda topic schedule is included in the STAC packet. Topics are scheduled in coordination with those of the Transportation Commission to ensure that STAC is able to provide timely input on TC decisions.
 - b) A 2017 STAC meeting calendar is also attached, showing the dates of each meeting.
 - c) STAC Discussion: STAC members requested minor corrections to the agenda topic calendar and meeting date calendar, which CDOT staff agreed to make.
- 13) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) The next meeting of the STAC will be held on January 26th, 2017 at CDOT Headquarters.
- 14) **STAC Adjourns**