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**MPO Planning Council**  
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 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**  
 April 6, 2017  
 Windsor Community Rec Center  
 250 N. 11<sup>th</sup> Street  
 Windsor, CO

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
 MEETING AGENDA  
 March 2, 2017**

Larimer County Offices Building  
 200 West Oak St.  
 Fort Collins, CO  
 Council Dinner 5:30 p.m.  
**MPO Council Meeting - 6:00 to 8:30 p.m.**

**NFRMPO OPEN HOUSE 3-5 p.m.**  
 419 Canyon Ave., Suite 300, Fort Collins

**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 items 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 all other items prior to Council action being taken.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-February 2, 2017 (Pg. 7)

**Lead Planning Agency for Air Quality Agenda**

**Estimated Time**

**COUNCIL REPORTS:**

- |  |                  |        |
|--|------------------|--------|
| 3. Air Pollution Control Division Report | Chris Colclasure | 10 min |
| 4. Regional Air Quality Council (Pg. 17) | (Written Report) |        |

**Metropolitan Planning Organization (MPO) Agenda**

**Estimated Time**

**REPORTS:**

- |                                       |                  |       |
|---------------------------------------|------------------|-------|
| 5. Executive Director Report (Pg. 19) | Terri Blackmore  | 5 min |
| 6. Report of the Chair                | Kevin Ross       | 5 min |
| 7. TAC (Pg. 23)                       | (Written Report) |       |
| 8. Finance (Pg. 25)                   | Tom Donnelly     | 5 min |

**CONSENT ITEM:**

- |                                   |               |
|-----------------------------------|---------------|
| 9. Q1 2017 TIP Amendment (Pg. 29) | Becky Karasko |
|-----------------------------------|---------------|

**ACTION ITEM:**

- |   |                   |        |
|---|-------------------|--------|
| 10. CY 2016 4 <sup>th</sup> Quarter Unaudited Financial Statements (Pg. 37) | Crystal Hedberg   | 5 min  |
| 11. FY2018-2021 TIP and Updated TIP Amendment Policy (Pg. 48)               | Becky Karasko     | 5 min  |
| 12. MPACT Letter to the Legislature (Pg. 89)                                | Terri Blackmore   | 10 min |
| 13. Western Regional Alliance Membership (Pg. 93)                           | Terri Blackmore   | 5 min  |
| 14. Updated Title VI (Pg. 95)   | Blackmore/Karasko | 10 min |
| 15. Revised Conformity Resolution 2017-01                                   | Becky Karasko     | 5 min  |

**COUNCIL REPORTS:**

**15 min**

Transportation Commission	Kathy Gilliland
CDOT Region 4	Johnny Olson
I-25 Funding Subcommittee	Gerry Horak
North I-25 Coalition	Kristie Melendez
US 34 Coalition	Tom Donnelly
STAC	Becky Karasko
Host Council Member Report	Tom Donnelly
Other Council Member Reports	Council Members

**MEETING WRAP-UP:**

**5 min**

Next Month's Agenda Topic Suggestions



## **MPO MEETING PROCEDURAL INFORMATION**

1. The order of the agenda will be maintained unless changed by the 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.

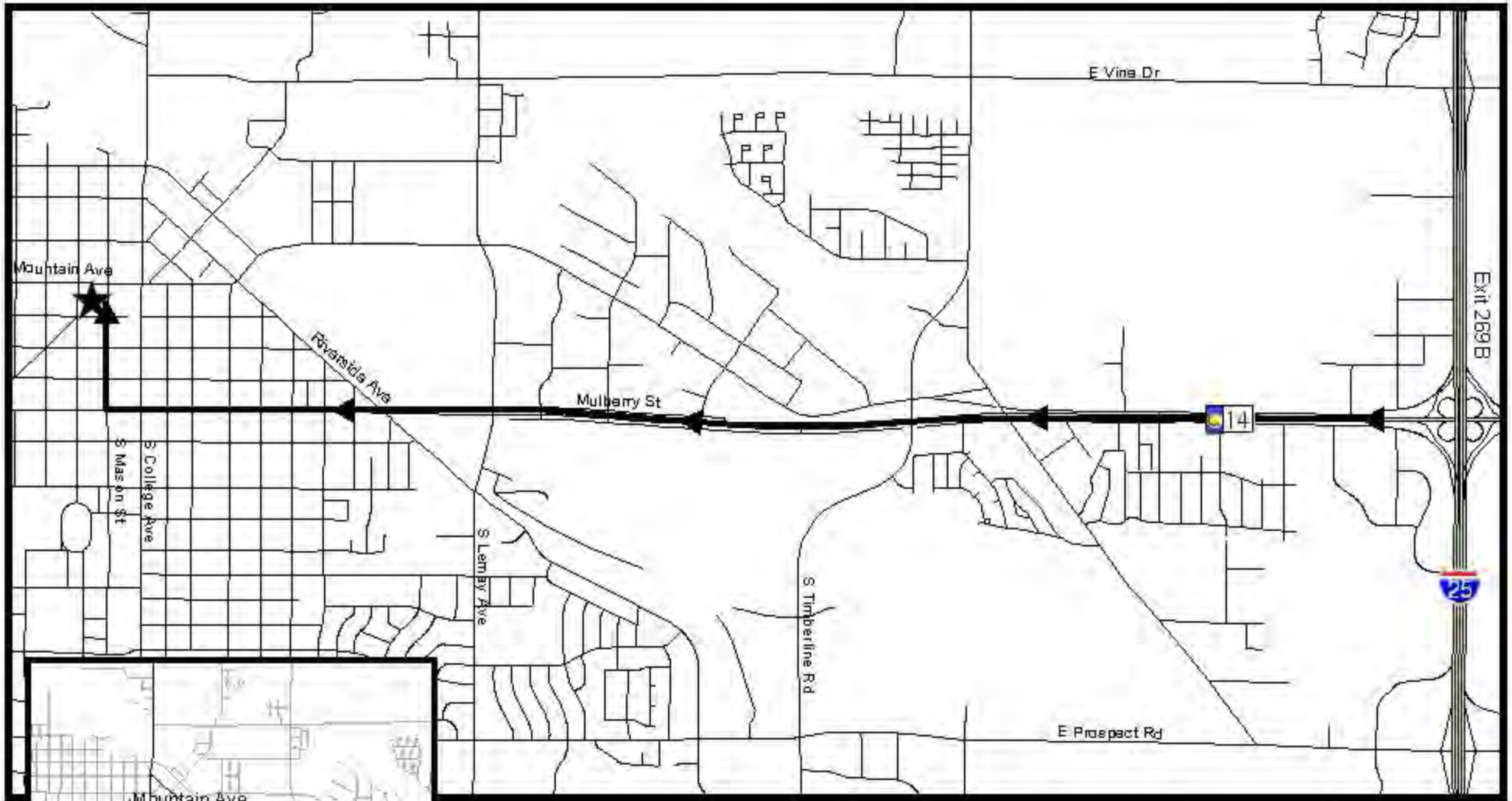
## GLOSSARY

<b>5303 &amp; 5304</b>	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
<b>5307</b>	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
<b>5309</b>	FTA program funding for capital investments
<b>5310</b>	FTA program funding for enhanced mobility of seniors and individuals with disabilities
<b>5311</b>	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
<b>5326</b>	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
<b>5337</b>	FTA program funding to maintain public transportation in a state of good repair
<b>5339</b>	FTA program funding for buses and bus facilities
<b>3C</b>	Continuing, Comprehensive, and Cooperative
<b>7th Pot</b>	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACP</b>	Access Control Plan
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ADT</b>	Average Daily Traffic (also see AWD)
<b>AIS</b>	Agenda Item Summary
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APCD</b>	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
<b>AQC</b>	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
<b>AQCC</b>	Air Quality Control Commission (of Colorado)
<b>AWD</b>	Average Weekday Traffic (also see ADT)
<b>CAAA</b>	Clean Air Act Amendments of 1990 (federal)
<b>CBE</b>	Colorado Bridge Enterprise funds
<b>CDOT</b>	Colorado Department of Transportation
<b>CDPHE</b>	Colorado Department of Public Health and Environment
<b>CMAQ</b>	Congestion Mitigation and Air Quality (a FHWA funding program)
<b>CMP</b>	Congestion Management Process
<b>CNG</b>	Compressed Natural Gas
<b>CO</b>	Carbon Monoxide
<b>CPG</b>	Consolidated Planning Grant (combination of FHWA PL112 & FTA 5303 planning funds)
<b>CFY</b>	Calendar Fiscal Year
<b>DOT</b>	(United States) Department of Transportation
<b>DRCOG</b>	Denver Regional Council of Governments
<b>DTD</b>	CDOT Division of Transportation Development
<b>DTR</b>	CDOT Division of Transit & Rail
<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	Environmental Protection Agency
<b>FAST ACT</b>	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
<b>FASTER</b>	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

<b>FASTLANE</b>	Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (a competitive federal funding source for freight improvements)
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FRA</b>	Federal Railroad Administration
<b>FY</b>	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>HOV</b>	High Occupancy Vehicle
<b>HPTE</b>	High-Performance Transportation Enterprise (Colorado)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MDT</b>	Model Development Team
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NOx</b>	Nitrogen Oxide
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>PL112</b>	Federal Planning (funds)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RTP</b>	Regional Transportation Plan
<b>RTP (see TAP or TA)</b>	Recreational Trails Funds - FHWA Environment funds
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)

<b>SOV</b>	Single Occupant Vehicle
<b>SPR</b>	State Planning and Research (federal funds)
<b>SRP</b>	State Rail Plan
<b>SRTS</b> ( <i>see TAP and TA</i> )	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>STAC</b>	State Transportation Advisory Committee
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STU</b>	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
<b>STP</b>	Surface Transportation Program (a FHWA funding program)
<b>STBG</b> (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
<b>TAC</b>	Technical Advisory Committee (of the NFRMPO)
<b>TA</b> (previously TAP)	Transportation Alternatives program (a FHWA funding program)
<b>TAZ</b>	Transportation Analysis Zone (used in travel demand forecasting)
<b>TC</b>	Transportation Commission of Colorado
<b>TDM</b>	Transportation Demand Management
<b>TIGER</b>	Transportation Investment Generating Economic Recovery a competitive federal grant program
<b>TIP</b>	Transportation Improvement Program
<b>Title VI</b>	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
<b>TMA</b>	Transportation Management Area (federally-designated place >200,000 population)
<b>TOD</b>	Transit Oriented Development
<b>TPR</b>	Transportation Planning Region (state-designated)
<b>TRAC</b>	Transit & Rail Advisory Committee (for CDOT)
<b>UPWP</b>	Unified Planning Work Program
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compound

# Larimer County Offices Building



### **Directions from I-25 North Bound**

From I-25 take Exit 269B to Highway 14/Mulberry Street.  
Go West on Highway 14/Mulberry Street to College Avenue.  
Go West 1 block to Mason Street, turn North.  
Go 4 blocks North to Mountain Avenue.  
Use Mountain Avenue entrance.



February 2, 2017 Council Meeting Minutes

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

**February 2, 2017  
Evans Community Complex  
1100 37<sup>th</sup> Street  
Evans, CO**

**Voting Members**

**Present**

<b>Kevin Ross-Chair</b>	-Eaton
John Morris	-Evans
Bob Overbeck	-Fort Collins
Robb Casseday	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Dave Clark	-Loveland
Linda Meisner	-Milliken
Don Brookshire	-Severance
Paul Steinway	-Timnath
Kathy Gilliland	-Trans Commission
Sean Conway	-Weld County
Kristie Melendez	-Windsor

**Absent**

Jennifer Baker	-Berthoud
Chris Colclasure	-CDPHE
*No member	-Garden City

**MPO Staff:**

Terri Blackmore, Executive Director; Renae Steffen, Administrative Director; Becky Karasko, Regional Transportation Planning Director; Ryan Dusil and Medora Kealy, Transportation Planners; Alex Gordon, Transportation Planner II/Mobility Coordinator.

**In Attendance:**

Dawn Anderson, Eric Bracke, Leah Browder, Julie Cozad, Jim Eussen, Tom Hellen, Myron Hora, Mark Jackson, Will Jones, Peter Kozinski, Janet Lundquist, Suzette Mallette, Kurt Ravenschlag, Fred Starr.

Chair Ross called the MPO Council meeting to order at 6:00 p.m.

**PUBLIC COMMENT:**

There was no public comment.

**PUBLIC HEARING:**

***Chair Ross opened the Public Hearing for Air Quality Conformity Determinations for the Denver-North Front Range 8-Hour Ozone Non-Attainment Area and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas at 6:01 p.m.***

Becky Karasko, Regional Transportation Planning Director, gave the Conformity Determinations for NFRMPO 2040 RTP Amendments and FY 2018-2021 TIP presentation to the Council stating the following: In September 2016, NFRMPO Staff held a call for 2040 RTP Amendments, two were received.



The conformity determination also includes a project from the Upper Front Range TPR for Weld County Road 105 (as requested by the County and the US Forest Service) as well as the projects selected in the MPO's recent FY2020-2021 Call for Projects, selected in September 2016 and part of the new FY2018-2021 TIP. While the GET Transit Center is a part of the RTP Amendment, it is not included in the conformity documents as it is not something that can be modeled.

The conformity determination is being completed now due to the following factors:

- Size/length of the I-25 project
- Recommendations from the Interagency Consultation Group (ICG)
- I-25 year of completion moving from 2040 to 2020
- CDOT receiving TIGER VIII funds for the North I-25 project in 2016 and a commitment of \$25M in local funds from communities within Larimer and Weld counties. Through these regional cooperative efforts, all \$237M needed to complete the first construction project was identified for immediate programming.

All demographics are the same as the 2040 RTP adopted in September 2015.

The pollutants tested for ozone were Nitrogen Oxides (NOx) & Volatile Organic Compounds (VOCs) and Carbon Monoxide (CO), and are listed in tons per day. The conformity reports describe socioeconomic, demographic, and transportation planning assumptions to the year 2040. Although the 2008 SIP Motor Vehicle Emissions Budgets (MVEB) were used for this conformity determination, the results would still meet the new 2017 SIP's MVEBs of 8 tons per day for VOC and 12 tons per day for NOx for all years.

The Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas charts show the Carbon Monoxide results for the Fort Collins and Greeley Maintenance Areas which are below the budgets. The CO Budget numbers are from the 2002 Maintenance Plans for both areas.

No comments were received during the public comment period on the Conformity document nor during the Public Hearing notice period from November 11 through December 10, 2016 or from the Public Hearing Notice period January 4 through February 2, 2017. On December 15, the Air Quality Control Commission (AQCC) concurred with the positive Air Quality Conformity findings and no public comments were received during that public meeting.

The 2040 RTP Amendment and associated 2040 RTP demonstrate conformity with all ozone and carbon monoxide emission budgets. The FY2018 – FY 2021 TIP and associated FY17 – FY 20 STIP also demonstrate conformity with all ozone and carbon monoxide emission budgets and is compliant with AQCC Regulation Number 10 (Criteria for Analysis of Transportation Conformity (5 CCR 1001-12)).

NFRMPO staff requested the Planning Council approve the positive conformity findings on the Consent Agenda.

There was no public comment.

***Chair Ross closed the Public Hearing at 6:05 p.m.***

#### **APPROVAL OF THE MEETING AGENDA:**

*Mellon **moved** to approve the February 2, 2017 Meeting Agenda. The motion was **seconded** and **passed** unanimously.*

#### **APPROVAL OF THE MINUTES:**

*Donnelly **moved** to approve the December 1, 2016 meeting minutes as amended (with two minor corrections). The motion was **seconded** and **passed** unanimously.*

## **Lead Planning Agency for Air Quality Agenda**

Chair Ross opened the Air Quality portion of the meeting.

### Air Pollution Control Division (APCD) Report

A written report was provided. Blackmore noted that Chris Colclasure was currently the acting Division Director of the APCD for the Colorado Department of Health and Environment and if he were to be chosen for the position permanently the MPO would be getting a new MPO representative.

## **Metropolitan Planning Organization (MPO) Agenda**

Chair Ross opened the MPO portion of the meeting.

### **REPORTS:**

#### Executive Director Report:

Terri Blackmore, Executive Director, briefly reviewed information from the February 2017 Director's Report and added the following information:

- The NoCo Bike & Ped Collaborative, APA Colorado and FC Bikes will be holding a Mobilizing Your Community's Bicycle Safety Education Programs sessions on February 8<sup>th</sup> at the Windsor Recreation Center. She provided a flyer with registration information to the Council.
- Jim Souby, ColoRail President, informed her that a new bill, SB 17-153, which was introduced in the Senate on January 31 would establish the Front Range Passenger Rail Commission to oversee the preservation and expansion of Amtrak Southwest Chief Rail service in Colorado and facilitate the development and operation of a Front Range passenger rail system that provides passenger rail service in and along the I-25 corridor. The bill, if approved, would replace the existing Southwest Chief Commission and each MPO will be assigned a representative.
- The NFRMPO has been invited to join the Western Regional Alliance (WRA) which was established in 2009. Their members include metropolitan planning and transit organizations in six western metropolitan regions. WRA Membership would align the NFRMPO with Denver Regional Council of Governments and others in the region with regards to Federal Air Quality Standards and Best Practices. Current policy issues they are committing to work on include right-sizing federal transportation funding for western states and localities, advocating for fairness in federal air quality standards, promoting economic development and sharing metropolitan data and best practices between and among members. Blackmore has also been asked to serve on the board.

Chair Ross requested Blackmore take the cost of the WRA membership to the Finance Committee as a budget item. Blackmore agreed she would.

#### Report of the Chair:

- STAC and Finance Committee Assignments- Chair Ross announce he had assigned Sean Conway as STAC member for a second year and Tom Donnelly as his alternate. He also announced Tom Donnelly would serve as chair of the Finance Committee and Kristie Melendez would be Vice-chair, Paul Steinway and Paula Cochran will remain members of the committee.
- Paul Steinway letter to Council- Ross invited Steinway to read the letter since he was in attendance. Steinway said that he had intended for his letter to be read during the January meeting but that meeting had to be cancelled due to weather. He recognized that during a conversation at the December 1 Council meeting regarding interpreting information within the financial reports, he made some comments that may have led some people to believe that he was calling into question the integrity of the financial reporting. He very much regretted that was the outcome of his statements and it was not the intent of what he was trying to share. He indicated that he had personally apologized to Crystal Hedberg, Operations and Finance Manager, and wanted to make it clear that he believes the reporting is being done very well but had some personal preferences on how information is presented as he found it awkward to

determine current period budget versus actual numbers. He noted the staff had committed to present some formatting changes on those reports in the future. He wanted to clear the air that if there had been any consequence to the misinterpretation that he was calling into question the integrity of the work that was being done and confirmed that he is very comfortable with the financial information that gets reported. Ross thanked Steinway for addressing the issue and discussing it with all the parties involved.

*Morris **moved** to approve Resolution 2017-03 Establishing the 2017 Committee Membership. The motion was **seconded** and it **passed** unanimously.*

#### TAC:

A written report was provided. Dawn Anderson, TAC Chair, gave an update on TAC discussions over the past several months regarding the FY2019-2021 TIP that focused on TIP Amendment policies highlighting the following with the Council:

- Currently, the FY2016-2019 TIP policy contains the language “*a change in federal funds of \$1M or 25%, whichever is higher*”.
- At their November meeting, TAC discussed the FY2018-2021 TIP. One of the proposed changes to TIP was the TIP Amendment threshold. TAC requested NFRMPO Staff bring an analysis of Amendments to the December TAC meeting to help TAC with setting an Amendment threshold.
- Staff brought the analysis to the December TAC meeting for discussion. At that time, TAC decided to set the threshold for an Amendment as a change from \$1M to \$2M or 25% in the federal portion of a project’s funding, removing the “*whichever is greater*” language for clarity regarding the threshold for a TIP Amendment.
- At the January 18 TAC meeting, CDOT staff presented on their concerns regarding the proposed changes to the threshold, specifically what constitutes a TIP Modification versus a TIP Amendment. CDOT was concerned that the existing policy in the FY2016-2019 TIP offers greater flexibility and were concerned about their ability to have enough time to react to federal changes if the TIP policy is changed. They requested the retention of the “*whichever is greater*” language in the FY2018-2021 TIP. TAC postponed a decision on the policy to allow NFRMPO staff to conduct more research on TIP requirements.
- NFRMPO Staff was concerned about the lack of transparency and public involvement with the funding changes CDOT anticipates for the I-25 project as TIP Amendments require public involvement and notification of the changes, TIP Modifications do not.
- NFRMPO staff researched the other Colorado MPOs TIPs, the NFRMPO was the only MPO with a percentage threshold, the “*whichever is greater*” language, and currently, the lowest dollar threshold (\$1M).
- On February 1, NFRMPO Staff, FHWA, FTA, CDOT Region 4, CDOT District 5 Commissioner Gilliland, and the TAC Chair met to discuss a draft TIP Amendment policy for the FY2018-2021 TIP. The following outlines the proposed policy:
  - ❖ TIP Amendments will be processed every other month, instead of quarterly.
  - ❖ TIP Amendments would only go to TAC and Council once for Action, instead of twice (once for Discussion and once for Action)
  - ❖ The Amendment threshold will be an addition or deletion of \$5M or more in federal or state funds for any project, the 25% will be removed altogether.
  - ❖ The 30-day Public Comment period will begin when the TAC packet is sent out.

- ❖ Emergency Response funds for natural disasters/emergency roadway repairs to major regional corridors will still be able to be placed into the STIP and then placed into the TIP and used in a timely manner.
  - ❖ Staff will work to clarify a Regionally Significant Projects definition to alleviate any confusion as well as include a process for emergency repairs that are not funded through Emergency Response funding.
  - ❖ Everyone in attendance at the meeting was in consensus that this would be an effective plan for all parties involved.
- Currently the NFRMPO is the only MPO in Colorado with a percentage requirement in their TIP and the current \$1M is the lowest TIP Amendment threshold. The proposed policy aligns more closely with the State's other MPOs and will allow NFRMPO staff to use same criteria which will in turn, also help CDOT.
  - The proposed TIP Amendment policy will be taken to the February TAC meeting for discussion/action and then to Council in March.

Gilliland commended NFRMPO staff for coming up with a solution that addressed CDOT's timing concerns indicating that certain funding may have gone to other regions because timelines were not previously aligned properly for the NFRMPO and Region 4. She added that this would be a much cleaner process that allows projects to be executed in a way that benefits everyone.

Blackmore noted that the proposed policy brought the NFRMPO in alignment with both DRCOG and CDOT's \$5M policy for state and federal funding in Region 4. Morris agreed that this was a positive policy change but expressed his concern that the policy allowed adherence to the required 30-day public notice. Blackmore assured the Council that it would. Chair Ross thanked Anderson for her hard work and her presentation to the Council.

Finance:

Donnelly briefly reviewed information from the Finance Committee Report and Meeting Minutes from the December 15, 2016 Finance Committee Meeting. It was noted that a new format for the financial statements would be presented following the MPO audit. Steinway added that his request was strictly for reformatting the information and did not correct any financial information or change which financial information would be presented.

Mobility:

A written report was provided. Blackmore announced to the Council that the Mobility Coordination bags at their place had been ordered by Alex Gordon, Transportation Planner II/Mobility Coordinator, to use with Human Services and senior community members to represent the value of human services and get seniors to engage in the development of the 2017 Coordinated Public Transit/Human Services Transportation Plan which is due at the end of the year.

**CONSENT ITEMS:**

Air Quality Conformity

2040 Regional Transportation Plan (RTP) Amendment

2016 Non-Motorized Plan

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

## ACTION ITEMS:

### FY2016 TMA Program of Projects (POP)

Kurt Ravenschlag, Transfort General Manager, briefly reviewed the key points from the FY2016 TMA Program of Projects (POP) AIS with the Council. Blackmore added that the item did require a public hearing which had been held in Fort Collins prior to the cancelled January 5<sup>th</sup> MPO Council meeting.

*Conway **moved** to approve Adopting an Amendment to the FY2016-2019 Transportation Improvement Program (TIP) Regarding FTA §5307, §5310, §5339 Fort Collins/Loveland/Berthoud Transportation Management Area (TMA) Program of Projects for FFY16. The motion was **seconded** and it **passed** unanimously.*

### FY2017 UPWP Amendment #2

Ravenschlag briefly reviewed information included in the 2.0 Transfort- MAX Station Area Planning Project sheet and Resolution 2017-06 with the Council.

*Conway **moved** to approve Resolution 2017-06 Approving the Second Amendment to the FY 2017 Unified Planning Work Program (UPWP) and Budget. The motion was **seconded** and it **passed** unanimously.*

Blackmore requested the motion adopting the FY2016 TMA Program of Projects (POP) be amended to include the resolution number.

*Conway **moved** to amend the previous motion to include "Resolution No. 2017-05". The motion was **seconded** and it **passed** unanimously.*

## PRESENTATIONS:

### RoadX

Peter Kozinski, CDOT RoadX Program Director, gave the Road X presentation to the Council. Gilliland announced the City of Evans was among the communities along the targeted Hyperloop route from DIA to Greeley. Kozinski explained that CDOT was approached with the Hyperloop concept, which is a proposed long-distance, high-speed, elevated tube transport system which Elon Musk launched a 2015 global competition among mainly student teams. The two organizations helping to spearhead the program are Hyperloop One and Hyperloop Transportation Technologies. The Colorado route with Greeley as an end point connecting to DIA was chosen as one of the thirty-five finalists from 2,600 applications because of the amount of green space that would allow for greenfield development opportunities. CDOT will be going to Washington D.C. on April 6<sup>th</sup> to discuss the next steps and opportunities. He completed his presentation by reiterating that the key purpose of RoadX is to keep people safe and save lives.

Conway questioned how insurance models would change since the policies would now be with the vehicle manufacturers and not the drivers. The Council engaged in a brief discussion regarding the possibilities. Ross surmised that computerized key fob technology similar to that used currently by some insurance companies to track everything from speed, road type and usage, would have advanced technology and be used by all vehicles, including freight and commercial vehicles.

Blackmore questioned how the \$2M for RoadX included in the North I-25 project was being used. Kozinski responded the money would be used to install and invest in additional fiber and technologies such as virtual/advanced lane markings, smart work zones, which would require special technology for construction cones. Gilliland mentioned that autonomous vehicles would also require special technology for work zones, including cone recognition. Chair Ross thanked Kozinski for his presentation.

## **DISCUSSION ITEM**

### FY2016-2019 TIP Q1 Amendment-

Karasko reviewed information from the 2017 Q1 TIP Amendment AIS with the Council. She noted that the amendment would be an action item at the March 2 Council meeting. Blackmore noted that with the new TIP process discussed earlier by Anderson, this would be the last time the Council would see TIP amendments twice. She also noted that Karasko was presenting the item because Aaron Buckley had taken a job with CSU and was no longer with the MPO.

## **COUNCIL REPORTS:**

### Transportation Commission Report

Gilliland reported on the following:

- CDOT is very excited about Hyperloop, it is an excellent opportunity for Region 4 and Colorado. Trip costs have not yet been determined.
- CDOT is testing the Colorado Road Usage Charge Pilot Program (RUCPP) which uses data collected through special key fobs or handwritten mileage logs to test whether road usage charging—an approach where, instead of paying an approximate gas tax of .75 per gallon, drivers pay a fee for how many miles are traveled—could be feasible for Colorado. The program will also help equalize the cost paid by owners of all vehicles, including electric and alternative fuel vehicles that do not pay as much gas tax. CDOT will gain real-world experience about road usage charging as a funding alternative. Approximately 100 diverse Colorado drivers, from rural to urban, mountains to plains, and cars to trucks will participate in the pilot study, which will end in spring 2017. The research team will share its findings later in 2017. CDOT will look to successful programs like the one in Oregon to develop a program for phasing in Road Usage charges while regular vehicles share space with autonomous vehicles.

### CDOT Region 4

Jim Eussen, Region 4 Planning and Environmental Manager, briefly reviewed the CDOT Project Status Updates (February 1, 2017) with the Council. Clark asked what the date was for the opening of the US 34 Poudre Canyon project phase I. Clark responded it would be in May. Conway noted that better communication was needed to inform the public of timelines on closures etc. for the Berthoud Truck Climbing Lane project when the closures occur again in spring. Eussen agreed and indicated that would be taken care of. Blackmore indicated that the traffic on northbound Harmony Road backs up ¼ mile to the exit daily and asked what the plan was to address the issue. Eussen replied the issue would be addressed in the next plan and said he would get that information out to her.

### I-25 Funding Subcommittee

Gilliland reported on the following from the January 6<sup>th</sup> meeting:

- NCLA Board looking at options of funding at various levels of government and staying focused on options for funding I-25 improvements and identifying known funding sources, what could be added to the list specifically options not currently enabled in Colorado. One ongoing funding revenue option being discussed is replacing SB228 with a mechanism to provide 5% to transportation without a threshold or contingency. Legislators need to have a focus on getting General Fund money for transportation. The Hospital Provider fee option is off the table now, transportation funding needs to be separate. There are new revenue conversations on state sales tax. It was reported that 1 cent raises \$42M and .67 cents raises \$58M. At least 60% approval in polling is needed for a tax increase to be successful with voters. Blackmore added that there will be a discussion at the February 10<sup>th</sup> meeting regarding voters holding their own legislators accountable if they don't refer a ballot measure which puts the pressure on the legislators and not the voters. Handouts were provided to Council.
- There is currently a \$1B shortage which would require a .9 cent increase. The goal is to gain \$750,000M on average annually through a .75 cent increase. They are also still looking at

bonding and using sales tax to replace gas tax. Polling supported by numerous groups including club 20, Metro Mayors, Colorado Springs and CCA is being conducted. The final solution needs to be a legislator's decision, not the stakeholders'.

US 34 Coalition- Conway reported the following:

- The US 34 PEL process is progressing well. The study will be completed by CH2M and they have chosen a project schedule that is divided into six different tasks. They are looking at shortening the original 18 month timeframe to expedite infrastructure improvement options. One-on-one interviews allowing input from the communities will hopefully be completed by the end of February. They are grateful for the \$2M in MPO funding. This will be a very busy year for the Coalition. Tom Norton will be the new Chair of the Coalition and Tom Donnelly will be Vice Chair.
- Gilliland added that CDOT is working diligently to have projects ready allowing them to be more competitive.
- Everyone is invited to attend the March 2<sup>nd</sup> meeting in Larimer County.

STAC Report- A written report was provided. Conway noted his appreciation of Commissioner Gary Reiff being in attendance at the January meeting as requested in 2016 to help foster relationships between CDOT and STAC. The entire Commission is scheduled to be at the February 16<sup>th</sup> lunch meeting with STAC. The goal is to have the two groups come together twice a year. There was a slightly contentious discussion regarding whether the five options for the \$35M Freight Corridor recommendations had been fully vetted through the MPO's. He wants the NFRMPO to weigh in and has asked CDOT to come to Council before making their recommendations to STAC.

Host Council Member Report- Morris welcomed everyone to Evans and thanked Palomino Mexican Restaurant for catering the delicious food. He then reported on the following:

- The 37<sup>th</sup> Street and Highway 85 Access Control Plan project is in final stages and the frontage road has been detoured around and new lights are being installed.
- The City of Evans is starting the MPO funded project on 35<sup>th</sup> Avenue from 37<sup>th</sup> Street to Prairie View Drive in the spring.
- Evans has a new City Manager, Jim Becklenberg, Assistant City and County Manager from Broomfield, starting February 16<sup>th</sup>.

Loveland- Clark announced the City of Loveland is excited to be working with Johnstown, Larimer County and Weld County on an adding an additional I-25 base project to tentatively widen US 34 to three lanes both ways across the interstate and a rebuild of the SH 402 interchange. It is a \$53M project which CDOT is looking for approximately \$16M in local match. US 34 west of I-25 at Boyd Lake Avenue is getting a new signal and some other possible improvements. Loveland is also looking to get three lanes from I-25 west to the outside of Loveland to close an existing gap. The project will require some additional funds. He is grateful to Leah Browder, Public Works Director, for her help getting the projects moving forward.

Windsor- Melendez proudly announced Windsor officials will celebrate the successful implementation of the Quiet Zone project at a special ceremony and ribbon cutting at 2 p.m. February 24<sup>th</sup> at the Art and Heritage Center, 116 5th St. in Windsor. This zone will be tested as a model for the Country. Windsor paid a little under \$300,000 and received a TIGER grant for \$2.1M to complete the Quiet Zone.

Fort Collins- Overbeck reported that the Prospect Road project east of College Avenue will require drivers to take Lemay Avenue to get on Mulberry or Drake through the spring.

Milliken- Measner announced Milliken is working on a of couple annexations. They also have some subdivisions that have been approved and they would like to do some additional development agreements but have issue with them not wanting to pay for the access roads.

Johnstown- Mellon reported the town of Johnstown is going out to bid with their North 2<sup>nd</sup> Street improvement project in the northern part of the historic district. One of their Weld County Road projects is now contingent on I-25 project funding request. The town is uncertain if more money can be committed to the I-25 project as they had previously hoped.

Timnath- Steinway announced that east of I-25 on Harmony Road there will be a lane shift to the north onto the new expanded bridge over the ditch at Three Bells intersection. There was a ribbon-cutting on January 28<sup>th</sup> for their beautiful new fire station located east of I-25 that will serve Timnath, eastern Fort Collins, and I-25.

Greeley- Casseday reported that the City of Greeley is very excited about making the final list for Hyperloop locations. The traffic signal at 83<sup>rd</sup> Avenue and the US 34 bypass is now working. He is proud to have Tom Norton elected as Chair of the US 34 Coalition.

### **MEETING WRAP-UP:**

#### Next Month's Agenda Topic Suggestions:

There were no new topic suggestions.

Chair Ross announced that the Council would take an eight minute break and then return for the Executive Session.

The Council meeting resumed at 7:55 p.m.

### **EXECUTIVE SESSION:**

*Donnelly **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 8:25 p.m. The session lasted approximately 55 minutes.***

Chair Ross reopened the regular MPO Council meeting.

### **EXECUTIVE SESSION ACTION:**

#### Executive Director Contract Amendment

*Conway **moved** to approve the Fourth Amendment of the Employment Contract for the Executive Director. The motion was **seconded** and it **passed** unanimously.*

#### Executive Director Coaching

*Morris **moved** to approve the budget for the Executive Coaching contract. The motion was **seconded** and it **passed** unanimously.*

The meeting was adjourned at 9:20 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



Regional Air Quality Council (RAQC) Report: February 3, 2017

## Regional Air Quality Council Report (RAQC)

February 3, 2017

### Review of 2016 Ozone Outreach Program and Plans for Rebranding 2017

- RAQC is rebranding to “Simple Steps, Better Air” from “Ozone Aware”
- There will be new marketing materials including a new website
- They discussed their outreach campaign

### Approval of Low-VOC Consumer Products Market Research Study and Contract

- RAQC and CDPHE staff reviewed two proposals from Harvey Economics and SC&A
- The review committee unanimously recommended SC&A due to previous experience
- RAQC approved the contract

Executive Director Report: March 2017

## March 2017 Director's Report

### Council/Board Presentations

- I have made presentations to the Evans, Severance, Milliken, Berthoud and Windsor boards
- I presented to the Greeley Leadership Class on January 5
- I presented to the Leadership Northern Colorado Class on January 24
- I was a panelist on the Cross Currents television show on February 23
- I have been asked to be a panelist at the CDOT Engineering and Air Quality Conference in March
- Please let me know if you would like me to make a presentation on the MPO to your board or council

### VW Proposed Partial Consent Decree

- More information available at <http://bit.ly/2aswWj9>
- VW is accepting proposals on the \$2B that they control for zero emission infrastructure and educating the public on how zero-emission mobility can meet their needs
- The Colorado Energy Office (CEO) working with the Colorado Department of Transportation (CDOT) and Regional Air Quality Council (RAQC) have submitted a proposal for the \$2B in VW funding for Zero Emission Vehicles and infrastructure
- The City of Fort Collins provided a submission to accompany their submission
- Copies are available by contacting Terri at [tblackmore@nfrmpo.org](mailto:tblackmore@nfrmpo.org) or 970-416-2174

### Audit

- The NFRMPO auditors, Eide Bailey began their work in the office on January 3 and will be back in the MPO offices on March 6.

### Fix N I-25

- The next N I-25 Funding Subcommittee meeting is scheduled for March 3 from 11:30 to 1:00 pm at Perkins at Crossroads
- The next N I-25 Coalition meeting is scheduled for March 1 at Southwest Weld from 6:30 - 8:00pm

### MPACT

- Has been meeting frequently working on a statewide consensus for transportation funding
- A copy of the letter sent to the legislature is included in the packet (NFRMPO was not included)
- A copy of the second letter will be sent to Planning Council as soon as it is available

### VanGo™

- VanGo is reissued an RFP for an analysis of the fare structure and reporting app on February 8, 2016 with a due date of March 1, 2017
- An RFP for the 2017 Van purchase will be issued in early 2017
- VanGo has advertising on Transfort, GET and COLT buses in February, it is co-branded with Air Quality
- The MPO Loveland pilot program establishing VanGo maintenance for up to 24 vans in Loveland began February 20

### Front Range Rail

- SB 17-153 is the bill introduced to replace the Southwest Chief Commission with the Front Range Rail Commission
- A copy of the fact sheet is attached

### NoCo Bike and Ped Collaborative

- The NoCo Bike and Ped Collaborative and NFRMPO staff met with Suzette Mallette to request non-motorized facilities as part of the Prospect Interchange
- The additional non-motorized facilities may be included as an additional requested element (ARE) for the I-25 project

### HOV 3

- HOV three took effect on January 1, 2017
- NFRMPO and VanGo staff assisted HPTE with the marketing/education campaign in December
- NFRMPO and VanGo provided outreach statistics to HPTE

### Bike/Pedestrian Counters

- The Town of Windsor will use the counters one week each month to measure winter usage beginning November 7 continuing through April 9
- Larimer County, the City of Loveland, and the Towns of Evans and Windsor have a signed MOU and are able to use the counters
- For more information on the training or to reserve the counters, contact Ryan Dusil at 970-224-6191 or by email [rdusil@nfrmpo.org](mailto:rdusil@nfrmpo.org)

### Mobility Committees

- The Larimer Senior Transportation Coalition meets February 2 from 1:30 -3:00 pm at Pathways Hospice
- The Larimer County Mobility Committee met February 16 from 1:30 -3: pm at the NFRMPO office and Weld Mobility Committee meets March 7 from 1:30-3:00 at the Greeley Chamber of Commerce

### Staff

- The Planner position has been posted and the MPO has received 15 applications
- The posting closes March 15

### NFRMPO Documents available electronically or as printed copies

- To assist with public outreach, staff has designed and printed the following documents:
  - NFRMPO and VanGo™ Brochures
  - 2016 Annual Report
  - 2040 RTP Brochure updated
  - Mobility Postcards
  - Mobility Rider's Guide
  - Quarterly Newsletter
    - VanGo Dashboard

## FACT SHEET

### SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION LEGISLATIVE PROPOSAL SENATE BILL 17-153

Prime Sponsors: Senator Leroy Garcia (D) Pueblo and Senator Larry Crowder (R) Alamosa

#### Bill Summary:

- SB 17-153 creates the SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION (Commission) to replace the Southwest Chief Rail Line Commission which was created by the General Assembly in 2014. The new Commission will have eleven voting and two non-voting representatives.

The voting representatives include:

One representative from southeastern counties served by the Amtrak Southwest Chief,  
Two representatives from freight rail industry (one from each class 1 road serving Colorado),  
Two representatives who are advocates for Front Range Passenger Rail,  
Five representatives from the Councils of Government/Metropolitan Planning Organizations in the Front Range, and,  
One representative from the Denver Regional Transportation District.

Non-voting representatives include:

One representative from the Colorado Department of Transportation, and,  
One representative from Amtrak.

- The Bill charges the new Commission with continuing efforts to improve the Amtrak Southwest Chief line, expand its service to Pueblo, and investigate service to Walsenburg. This includes continuing work with Amtrak and the BNSF Railway on a current project to develop through car service between Chicago and Pueblo.
- The Bill charges the new Commission with facilitating the development of Front Range Passenger Rail including providing draft legislation to the General Assembly by December 1, 2017.

#### Why Now

- Demographics along the Front Range are driving the need for a multimodal passenger system.
- The current I-25 right of way will soon be exhausted. Technology innovations are unlikely to make up for the expected congestion but will be advantageous to passenger rail. Furthermore, costs between rail and highway expansion are now comparative and the efficiency of rail far exceeds highways.
- Development of passenger rail systems is a long-term process requiring careful analysis and persuasion to qualify for and obtain federal funding. When you include Colorado's TABOR ballot requirements for any matching funds it is easy to envision a seven to ten-year process before even limited service is running.

COMMITTEE REPORT: TAC – February 15, 2017

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
February 15, 2017**

**APPROVAL OF THE JANUARY 18, 2017 TAC MINUTES**

The January 18, 2017 TAC meeting minutes were approved unanimously.

**CONSENT AGENDA**

**Q1 2017 TIP Amendment** - Bailey moved to recommend Council approval of the Consent Agenda, and it passed unanimously.

**ACTION ITEM**

**FY2018-2021 TIP and Updated TIP Amendment Policy** - Schneiders moved for Council to approve the FY2018-2021 TIP to take effect October 1, 2017 and the updated TIP Amendment Policy to take effect immediately, with some minor changes. It passed unanimously.

**OUTSIDE PARTNERS REPORTS (verbal)**

**Northern Colorado (NoCo) Bike & Ped Collaborative** - Dusil stated NoCo Bike & Ped Collaborative held a bicycle education workshop in lieu of their February meeting. There were over 22 attendees from local communities, Cheyenne, and Colorado Springs. The NoCo Bike & Ped Collaborative is promoting the Pathways to Health: Connecting Neighborhoods and Streets for All Summit on March 23, which is being hosted by Bike Fort Collins and the Larimer County Department of Health and Environment. The summit will focus on the impact of the built environment on health and health equity. Monthly meetings will resume in March.

**Senior Transportation Items** - Mallette reported Larimer County's Senior Transportation Needs Report is underway. The first focus group was held on February 7 in Red Feather Lakes. Three more focus groups will be held throughout February and March in Berthoud, Estes Park, and Laporte.

**PRESENTATION**

**US287 Asset Inventory** - Gordon and Kealy presented the US287 Asset Inventory, a local assistance project undertaken on behalf of the Northern Colorado US287 Corridor Coalition.

**DISCUSSION**

**2015 Transportation Profile** - Dusil presented the outline of the 2015 Transportation Profile and provided a handout of the draft Evans Community Profile. TAC members provided input on the outline and the Community Profile, including adding a data dictionary.

**2020 Census Local Update of Census Addresses (LUCA) Operation** - Dusil stated the US Census is reviewing and updating residential information in preparation for the 2020 Census. It is important for communities to review their boundaries to ensure that they receive complete addresses and data for their towns and cities.

**Call for Projects Additional Funding Allocation** - Karasko stated there was additional CMAQ and STP Metro funding following CDOT's December 2016 reconciliation. According to this reconciliation, there is approximately \$489,755 available for CMAQ and \$513,520 for STP Metro. Karasko will reach out to project sponsors to decide how to allocate the additional funding and will email the outcome to TAC members prior to the next TAC meeting.



COMMITTEE REPORT: Finance – February 16, 2017

## **Finance Committee Report**

- Finance Committee met on February 16, 2017
- Representatives from EideBailly, the new auditing firm attended
- They presented the basic timeline of the audit
- The committee reviewed the 4th Qtr. 2016 Unaudited Financial Statements and Investment Report
- As of yearend the MPO has fully funded an operating reserve that would cover 3 months of budgeted expenditures
- The Finance Committee recommends Council accept the 4th Qtr. Unaudited Financial Statements and Investment Report
- The committee reviewed the goals of the Western Regional Alliance
- The two goals that would be of most interest to the MPO would be
  - Rightsizing federal transportation funding
  - Advocating for fairness in federal air quality standards
- The annual dues of the alliance would be \$1,500
- The Finance Committee recommends Council join the alliance

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

February 16, 2017

7:30 a.m.

Egg & I

1205 Main Street

Windsor, CO

Members Present

Tom Donnelly

Kristie Melendez

Paula Cochran

Staff Present

Terri Blackmore

Crystal Hedberg

Guests Present

Sara Kurtz, EideBailly

Carrie Endres, EideBailly

The meeting was called to order by Chair Donnelly at 7:30 a.m.

Approval of Minutes:

Melendez moved and Cochran seconded a motion to approve the December 15, 2016 meeting minutes. The motion passed unanimously.

2016 Audit

Sara Kurtz and Carrie Endres, from EideBailly, distributed required communication regarding the auditor's responsibilities with regard to the financial statement audit and the planned scope and timing of the audit. It was noted that EideBailly personnel will be in the NFRMPO office the week of March 6<sup>th</sup>. The audited financial statements are scheduled to be presented to the Finance Committee in April and to Council for approval at the May 4<sup>th</sup> meeting.

4<sup>th</sup> Quarter Unaudited Financial Statements and investment report

The 4<sup>th</sup> Quarter Unaudited Financial Statements were reviewed. Hedberg noted local match was extremely over budget due to vacant staff positions and the funds will be transferred to the operating reserve of the MPO. At the time the Operating Reserve Policy was adopted, the Council agreed any overmatch from the member entities remaining at year end would be applied to the operating reserve until it was fully funded. The Reserve Policy requires three months of operations, based on the current budget, be kept in reserve. As of yearend the reserve was completely funded based on the 2016 budget. Blackmore noted the funds received from CDHPE were over budget because we conducted a public outreach campaign at the end of one grant ending 06/30/16 and recorded a large amount of staff time for air quality conformity work during the last part of the year, which was allocated to a grant ending 06/30/17. Melendez moved and Cochran seconded a motion to recommend Council accept the 4<sup>th</sup> Quarter 2016 Unaudited Financial Statements. The motion passed unanimously.

Western Regional Alliance Funding

The Western Regional Alliance goals were reviewed. Blackmore noted the two main areas that would benefit the MPO the most would be rightsizing federal transportation funding for western states and localities and advocating for fairness in federal air quality standards. It was noted that Blackmore had negotiated the annual dues down to \$1,500 from \$5,000. It was moved and seconded that the Finance Committee recommends Council join the alliance. The motion passed unanimously.

Administrative Policy

Staff will work on developing a policy for staff time that is an unallowable expense for grant billing purposes. This would include such things as the office being closed due to inclement weather.

The meeting was adjourned at 8:25 a.m.

CONSENT ITEM: Q1 2017 TIP Amendment

# AGENDA ITEM SUMMARY (AIS)

## North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
March 2, 2017 Larimer County	2017 Q1 TIP Amendment *CONSENT*	Becky Karasko
Objective / Request Action		
To approve the 2017 Q1 TIP Amendment which includes the addition of 20 new projects into the FY2016-FY2019 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Fort Collins is requesting the addition of 20 projects in FY2017 to the FY2016-2019 TIP:</p> <ul style="list-style-type: none"> <li>• FASTER             <ul style="list-style-type: none"> <li>○ FASTER Urban Area Set Aside - Replacement Lift at Transfort Maintenance Facility</li> <li>○ FASTER Urban Area Set Aside Award - Match for Bus Replacements</li> </ul> </li> <li>• FTA §5304: Statewide Planning             <ul style="list-style-type: none"> <li>○ MAX Station Area Planning Project</li> </ul> </li> <li>• FTA §5307: Urbanized Area Formula Program             <ul style="list-style-type: none"> <li>○ Fixed Route Operations</li> <li>○ Vehicle and Facility Preventative Maintenance</li> <li>○ Demand Response Paratransit Service</li> </ul> </li> <li>• FTA §5310: Transportation for Elderly Persons &amp; Persons with Disabilities             <ul style="list-style-type: none"> <li>○ Operation of Larimer County Mobility Coordination Program</li> <li>○ Access A Cab - Paratransit Service to Bridge Loveland &amp; Fort Collins</li> </ul> </li> <li>• FTA §5339: Bus and Bus Facilities Program             <ul style="list-style-type: none"> <li>○ Facility Repair - New Roof for Transfort Maintenance Facility (TMF)</li> <li>○ Data Warehouse Implementation and Training</li> <li>○ Service and Scheduling Software Upgrade</li> <li>○ Smart Card Integration Project</li> <li>○ Facility Maintenance - Roof Caulking TMF</li> <li>○ Supervisor Vehicles</li> <li>○ Specialty Lifts for Maintenance Shop</li> <li>○ Purchase of Mobile Data Terminals</li> <li>○ Bus Wash Replacement</li> <li>○ Automatic Vehicle Location and Dispatch Software Licensing</li> <li>○ MAX Station Way-Finding Kiosks</li> <li>○ Bicycle Racks</li> </ul> </li> </ul> <p>Total Funding (All New Funding): \$9.45M</p> <ul style="list-style-type: none"> <li>• Federal: \$5.97M</li> <li>• Local: \$3.48M (includes overmatch)</li> </ul>		

### Committee Discussion

This is the second time Planning Council has seen the 2017 Q1 TIP Amendment.

### Supporting Information

#### Funding Types and Uses

##### FTA §5304 - Statewide Planning Program

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

##### FTA §5307 - Urbanized Area Formula Funding Program

FTA §5307 makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more designated as such by the US Department of Commerce, Bureau of the Census.

##### FTA §5310 - Transportation for Elderly Persons & Persons with Disabilities

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.

##### FTA §5339 - Bus and Bus Facilities Program

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes federal resources available to states and direct 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, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

### Advantages

Approval of the 2017 Q1 TIP Policy Amendment ensures available funds are assigned to projects in a timely manner and the FY2016-2019 TIP remains fiscally constrained.

### Disadvantages

None noted.

### Analysis /Recommendation

TAC recommended support for amending the FY2016-2019 TIP as identified above at their February 15, 2017 meeting.

### Attachments

- Resolution No. 2017-09
- 2017 Q1 Policy Amendment Form



**RESOLUTION NO. 2017-09**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE 2017 1<sup>ST</sup> QUARTER AMENDMENT TO THE FY2016-2019 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP)**

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

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, transportation projects programmed in the FY2016-2019 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017; and

**WHEREAS**, the Air Quality Conformity Finding conducted on the FY2016-2019 TIP was positive, and all of the projects in the FY2016-2019 TIP come from the conforming amended 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity finding on the FY2016-2019 TIP;

**WHEREAS**, the FY2016-2019 TIP remains fiscally constrained;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2016-2019 TIP adding the following transit projects and funding:

- FASTER
  - FASTER Urban Area Set Aside - Replacement Lift at Transfort Maintenance Facility
  - FASTER Urban Area Set Aside Award - Match for Bus Replacements
- FTA §5304: Statewide Planning
  - MAX Station Area Planning Project
- FTA §5307: Urbanized Area Formula Program
  - Fixed Route Operations
  - Vehicle and Facility Preventative Maintenance
  - Demand Response Paratransit Service
- FTA §5310: Transportation for Elderly Persons & Persons with Disabilities
  - Operation of Larimer County Mobility Coordination Program
  - Access A Cab - Paratransit Service to Bridge Loveland & Fort Collins
- FTA §5339: Bus and Bus Facilities Program
  - Facility Repair - New Roof for Transfort Maintenance Facility (TMF)
  - Data Warehouse Implementation and Training
  - Service and Scheduling Software Upgrade
  - Smart Card Integration Project
  - Facility Maintenance - Roof Caulking TMF
  - Supervisor Vehicles
  - Specialty Lifts for Maintenance Shop
  - Purchase of Mobile Data Terminals
  - Bus Wash Replacement
  - Automatic Vehicle Location and Dispatch Software Licensing



- MAX Station Way-Finding Kiosks
- Bicycle Racks

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of March, 2017.

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Kevin Ross, Chair

ATTEST:

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Terri Blackmore, Executive Director

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

Policy Amendment Request #2016-Q1

Submitted to: CDOT

Prepared by: NFRMPO

1/6/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
<b>FASTER</b>											
New Entry	2017-034	<i>FASTER Urban Area Set Aside - Replacement Lift at Transfort Maintenance Facility</i>	<i>Fort Collins</i>	<i>Capital</i>	Federal	FASTER	0	200	0	0	200
					Local	L	0	50	0	0	50
					Total		0	250	0	0	250
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-035	<i>FASTER Urban Area Set Aside Award - Match for Bus Replacements</i>	<i>Fort Collins</i>	<i>Capital</i>	Federal	FASTER	0	200	0	0	200
					Local	L	0	50	0	0	50
					Total		0	250	0	0	250
REASON:		<i>New project addition to the TIP</i>									
<b>FTA 5304: Statewide Planning</b>											
New Entry	2017-036	<i>MAX Station Area Planning Project</i>	<i>Fort Collins</i>	<i>Planning</i>	Federal	FTA5304	0	40	0	0	40
					Local	L	0	10	0	0	10
					Total		0	50	0	0	50
REASON:		<i>New project addition to the TIP</i>									
<b>FTA 5307: Urbanized Area Formula Program</b>											
New Entry	2017-037	<i>Fixed Route Operations</i>	<i>Fort Collins</i>	<i>Operations</i>	Federal	FTA5307	0	1,943	0	0	1,943
					Local	L	0	1,943	0	0	1,943
					Total		0	3,887	0	0	3,887
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-038	<i>Vehicle and Facility Preventative Maintenance</i>	<i>Fort Collins</i>	<i>Operations</i>	Federal	FTA5307	0	1,800	0	0	1,800
					Local	L	0	450	0	0	450
					Total		0	2,250	0	0	2,250
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-039	<i>Demand Response Paratransit Service</i>	<i>Fort Collins</i>	<i>Operations</i>	Federal	FTA5307	0	425	0	0	425
					Local	L	0	637	0	0	637
					Total		0	1,062	0	0	1,062
REASON:		<i>New project addition to the TIP</i>									
<b>FTA 5310: Transportation for Elderly Persons &amp; Persons with Disabilities</b>											
New Entry	2017-040	<i>Operation of Larimer County Mobility Coordination Program</i>	<i>Fort Collins</i>	<i>Mobility Management</i>	Federal	FTA5310	0	28	0	0	28
					Local	L	0	7	0	0	7
					Total		0	35	0	0	35
REASON:		<i>New project addition to the TIP</i>									
New Entry	2017-041	<i>Access A Cab - Paratransit Service to Bridge Loveland &amp; Fort Collins</i>	<i>Fort Collins</i>	<i>Capital Cost of Contracting</i>	Federal	FTA5310	0	161	0	0	161
					Local	L	0	40	0	0	40
					Total		0	202	0	0	202
REASON:		<i>New project addition to the TIP</i>									
<b>FTA 5339: Bus and Bus Facilities Program</b>											
New Entry	2017-042	<i>Facility Repair - New Roof for Transfort Maintenance Facility (TMF)</i>	<i>Fort Collins</i>	<i>Capital Maintenance</i>	Federal	FTA5339	0	336	0	0	336
					Local	L	0	84	0	0	84
					Total		0	420	0	0	420
REASON:		<i>New project addition to the TIP</i>									

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

**Policy Amendment Request #2016-Q1**

Submitted to: CDOT

Prepared by: NFRMPO

1/6/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
New Entry	2017-043	Data Warehouse Implementation and Training	Fort Collins	Capital Maintenance	Federal	FTA5339	0	60	0	0	60
					Local	L	0	15	0	0	15
					Total		0	75	0	0	75
REASON:		New project addition to the TIP									
New Entry	2017-044	Service and Scheduling Software Upgrade	Fort Collins	Capital Maintenance	Federal	FTA5339	0	102	0	0	102
					Local	L	0	25	0	0	25
					Total		0	127	0	0	127
REASON:		New project addition to the TIP									
New Entry	2017-045	Smart Card Integration Project	Fort Collins	Capital Maintenance	Federal	FTA5339	0	240	0	0	240
					Local	L	0	60	0	0	60
					Total		0	300	0	0	300
REASON:		New project addition to the TIP									
New Entry	2017-046	Facility Maintenance - Roof Caulking TMF	Fort Collins	Capital Maintenance	Federal	FTA5339	0	48	0	0	48
					Local	L	0	12	0	0	12
					Total		0	60	0	0	60
REASON:		New project addition to the TIP									
New Entry	2017-047	Supervisor Vehicles	Fort Collins	Capital Maintenance	Federal	FTA5339	0	28	0	0	28
					Local	L	0	7	0	0	7
					Total		0	35	0	0	35
REASON:		New project addition to the TIP									
New Entry	2017-048	Specialty Lifts for Maintenance Shop	Fort Collins	Capital Maintenance	Federal	FTA5339	0	44	0	0	44
					Local	L	0	11	0	0	11
					Total		0	55	0	0	55
REASON:		New project addition to the TIP									
New Entry	2017-049	Purchase of Mobile Data Terminals	Fort Collins	Capital Maintenance	Federal	FTA5339	0	108	0	0	108
					Local	L	0	25	0	0	25
					Total		0	133	0	0	133
REASON:		New project addition to the TIP									
New Entry	2017-050	Bus Wash Replacement	Fort Collins	Capital Maintenance	Federal	FTA5339	0	159	0	0	159
					Local	L	0	40	0	0	40
					Total		0	199	0	0	199
REASON:		New project addition to the TIP									
New Entry	2017-051	Automatic Vehicle Location and Dispatch Software Licensing	Fort Collins	Capital Maintenance	Federal	FTA5339	0	8	0	0	8
					Local	L	0	2	0	0	2
					Total		0	10	0	0	10
REASON:		New project addition to the TIP									
New Entry	2017-052	MAX Station Way-Finding Kiosks	Fort Collins	Capital	Federal	FTA 5339	0	20	0	0	20
					Local	L	0	5	0	0	5
					Total		0	25	0	0	25
REASON:		New project addition to the TIP									

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

**Policy Amendment Request #2016-Q1**

Submitted to: CDOT

Prepared by: NFRMPO

1/6/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
<b>New Entry</b>	2017-053	<i>Bicycle Racks</i>	<i>Fort Collins</i>	<i>Capital</i>	Federal	FTA 5339	0	20	0	0	<b>20</b>
					Local	L	0	5	0	0	<b>5</b>
					Total		0	25	0	0	<b>25</b>
<b>REASON:</b>		<i>New project addition to the TIP</i>									

ACTION ITEM: CY 2016 4th Quarter  
Unaudited Financial Statements



419 Canyon Avenue, Suite 300  
 Fort Collins, Colorado 80521  
 (970) 221-6243  
 (800) 332-0950 (VanGo)  
 FAX: (970) 416-2406  
[www.nfrmipo.org](http://www.nfrmipo.org)  
[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

**MPO Planning Council**

- Mayor Kevin Ross- Chair*
- Town of Eaton*
- Commissioner Tom Donnelly- Vice Chair*
- Larimer County*
- Jennifer Baker*
- Town of Berthoud*
- Mayor John Morris*
- City of Evans*
- Mayor Pro-Tem Gerry Horak- Past Chair*
- City of Fort Collins, Transfort*
- Town of Garden City*
- Robb Casseday*
- City of Greeley*
- Troy Mellon*
- Town of Johnstown*
- Paula Cochran*
- Town of LaSalle*
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- City of Loveland*
- Mayor Pro-Tem Linda Measner*
- Town of Milliken*
- Mayor Don Brookshire*
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- 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*

**Memorandum**

TO: NFRMPO Council  
 FROM: Crystal Hedberg  
 Date: March 2, 2017  
 RE: CY 2016 4<sup>th</sup> Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 4<sup>th</sup> Quarter of Calendar Year 2016 are attached for your review and acceptance. This includes financial statements for the NFRT&ACPC (Combined), the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See note below for basis of accounting and explanation of indirect costs.)

MPO Highlights-4<sup>th</sup> Quarter

Increased staff time was allocated for conformity work regarding air quality. During the last half of the year the majority of the July 2016-June 2017 CDPHE funds were expended. Annual expenditures for air quality included a public outreach campaign during the second quarter that used July 2015-June 2016 CDPHE funds.

Local match not required for matching grants was moved into operating reserves per prior council direction. Based on the 2016 budget, the MPO operating reserve is 100% funded as of yearend. The MPO Operating Reserve Policy requires a reserve equal to three months of budgeted expenditures.

Starting in 2016 Fort Collins will exchange \$5310 funds for local dollars in the amount of \$31,968. This exchange will use the same process as the one used for the exchange of \$5307 and \$5339 funds. This agreement provides the MPO with 62% of the allocated federal amount in local funds.

During the 4<sup>th</sup> quarter the leased copier was replaced with a new leased copier, thereby increasing the capital lease liability but significantly reducing monthly printing costs.

Staff began work on the consolidated plan for Mobility Management. Outreach supplies were purchased during the 4<sup>th</sup> quarter. These supplies will be used at multiple outreach events throughout the MPO area.

The fourth quarter revenues exceeded expenditures resulting in a net surplus of \$169,835. This surplus is mainly due to local match that was moved to reserves and the \$5310 funds that will be exchanged by the City of Fort Collins.

Detail notes regarding budget variances are provided on the North Front Range MPO™ statements.

VanGo™ Highlights – 4<sup>th</sup> Quarter

Faster funds were budgeted in 2016 for the purchase of 10 vans. This grant expires December 31, 2017. A purchase order was issued for 10 vans with 5 Vans being delivered in December. The remaining 5 vans were delivered in January. All 10 vans

were billed for reimbursement in February 2017.

The City of Fort Collins notified us of the amount of \$5307 and \$5339 funds to be exchanged. We originally budgeted \$418,086 but will receive \$710,617.

Annual depreciation is not budgeted but is recorded at yearend which resulted in an overbudgeted amount of fleet expense.

Vans purchased with FTA funds were sold. For any van purchased with FTA funds and sold for more than \$5,000 there is a requirement the proceeds be used for capital purchases or the federal share (80% of the proceeds must be returned). We are working with the City of Fort Collins to exchange proceeds for these vans for local funds. This exchange would be on a dollar for dollar basis. In the mean time, these funds in the amount of \$25,247 are reserved and cannot be used. This is noted on the Cash and Investment Instution Listing.

The vanpooling program has declined during 2016 increasing the backup van inventory. Staying within the federal guidelines of a 20% backup fleet, we will be selling vans in early 2017 and not replacing them.

The fourth quarter revenues exceeded expenditures resulting in a net surplus of \$366,822. The majority of this surplus is due to the additional amount to be received from the City of Fort Collins.

Detail notes regarding budget variances are provided on the VanGo™ statements.

## **Action**

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the CY 2016 4th Quarter Unaudited Financial Statements dated December 31, 2016.

## Note:

The NFRMPO operates on an accrual basis for the CY 2016 for reporting NFRMPO financial records. Accrual basis means that revenues are recognized when earned and expenses when incurred. The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears ( for example, the 2016 indirect cost rate was calculated using the 2014 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

North Front Range Transportation and Air Quality Planning Council  
 Unaudited Statement of Net Assets  
 For the Twelve Months Ending December 31, 2016

ASSETS	
Cash and Cash Equivalents	\$159,720
Cash-Savings	395,890
Investments	1,885,528
Receivables	1,010,945
Prepays	5,637
Capital Assets, net	735,316
Grant Receivables for Long Term Liabilities	39,144
Total Assets	<u><u>4,232,181</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued Liabilities	86,993
Deferred Revenue	10,494
Long-Term Liabilities	
Capital Leases	9,007
Accumulated Leave	44,152
Total Liabilities	<u><u>150,646</u></u>

FUND BALANCE	
Unreserved	3,773,908
Current Year Revenue over (under) Expenditures	307,626
Total Fund Balance	<u><u>4,081,534</u></u>

Total Liabilities and Fund Balance	<u><u>4,232,181</u></u>
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North Front Range Transportation & Air Quality Planning Council  
 Unaudited Statement of Revenues, Expenditures and Changes in Fund Balance  
 For the Twelve Months Ending December 31, 2016

	2016	2016	2016	2016	2016	2016	%
	4th Qtr Budget	4th Qtr Actual	Variance	Annual Budget	Annual Actual	Annual Variance	Complete
<b>REVENUE</b>							
FHWA - Federal Income - CPG	\$227,904	\$177,062	\$50,842	\$946,704	\$581,694	\$365,010	61.44%
FHWA - Federal Income - STP-Metro	64,728	12,607	52,121	328,928	48,089	280,840	14.62%
State-CDPHE	6,250	10,821	(4,571)	32,500	45,364	(12,864)	139.58% ①
State - FASTER Funds	60,000	108,656	(48,656)	240,000	108,656	131,344	45.27% ②
FTA - Federal income - Section 5310	13,010	9,428	3,582	50,210	36,876	13,334	73.44%
<b>Subtotal Grant Revenue</b>	<b>371,892</b>	<b>318,575</b>	<b>53,317</b>	<b>1,598,342</b>	<b>820,678</b>	<b>777,664</b>	<b>51.35%</b>
Local match - Member Entitles	67,450	43,527	23,923	283,010	147,328	135,681	52.06%
100% Local	3,500	141,883	(138,383)	3,500	141,887	(138,387)	4053.91% ③
<b>Subtotal Local - All Sources</b>	<b>70,950</b>	<b>185,410</b>	<b>(114,460)</b>	<b>286,510</b>	<b>289,215</b>	<b>(2,705)</b>	<b>100.94%</b>
Program Revenue - Fares	231,494	201,104	30,390	1,028,466	746,990	281,476	72.63%
City of Fort Collins Funds (5307 & 5339 Exchange)	104,690	710,617	(605,927)	418,086	710,617	(292,531)	169.97% ④
<b>Subtotal VanGo Revenue-All Sources</b>	<b>336,184</b>	<b>911,721</b>	<b>(575,537)</b>	<b>1,446,552</b>	<b>1,457,607</b>	<b>(11,055)</b>	<b>100.76%</b>
City of Fort Collins Funds (5310 Exchange)		31,968	(31,968)		31,968	(31,968)	0.00% ⑤
Miscellaneous Revenue		515	(515)		2,160	(2,160)	0.00%
Interest Earned		4,894	(4,894)		12,878	(12,878)	0.00%
<b>Subtotal Other Revenue Sources</b>		<b>37,377</b>	<b>(37,377)</b>		<b>47,006</b>	<b>(47,006)</b>	<b>0.00%</b>
<b>Total Revenue- Combined Sources</b>	<b>779,026</b>	<b>1,453,083</b>	<b>(674,057)</b>	<b>3,331,403</b>	<b>2,614,506</b>	<b>716,898</b>	<b>78.48%</b>
<b>EXPENDITURES/EXPENSES</b>							
Administration	63,735	42,204	21,531	294,322	149,541	144,781	50.81%
Transportation Planning	192,181	138,676	53,505	947,072	508,463	438,610	53.69%
VanGo	67,869	29,483	38,385	286,569	177,887	108,682	62.07%
Mobility Management	13,337	7,289	6,049	59,837	29,372	30,465	49.09%
<b>Subtotal Payroll Expense</b>	<b>337,122</b>	<b>217,652</b>	<b>119,470</b>	<b>1,587,801</b>	<b>865,263</b>	<b>722,538</b>	<b>54.49%</b> ⑥
Professional Services & Consulting	74,515	11,169	63,347	126,640	94,271	32,369	74.44%
<b>Subtotal professional Services &amp; Consulting</b>	<b>74,515</b>	<b>11,169</b>	<b>63,347</b>	<b>126,640</b>	<b>94,271</b>	<b>32,369</b>	<b>74.44%</b>
Fleet Expense	168,567	422,969	(254,402)	694,473	782,176	(87,703)	112.63% ⑦
Insurance Expense	1,108	890	218	4,783	3,545	1,238	74.11%
Office Furniture/Equipment (non-cap)	2,924	4,674	(1,750)	44,924	17,990	26,934	40.05%
Office Supplies	1,284	1,100	184	5,409	3,003	2,406	55.52%
Communications (phone/data/fax)	2,825	3,554	(730)	11,075	11,445	(371)	103.35%
Postage	539	619	(80)	2,114	1,715	399	81.12%
Printing	403		403	2,503	72	2,432	2.86% ⑧
Rent	36,915	29,210	7,704	119,415	116,367	3,047	97.45%
Credit Card Fees (VanGo)	4,125	3,451	674	16,500	13,401	3,099	81.22%
Other Office Operating (Facility, Repairs, Furniture move, Recycling, Office Equipment Lease, Water)	18,011	4,250	13,761	41,786	39,821	1,966	95.30%
Dues, licensing and Subscriptions	1,991	3,444	(1,453)	6,538	8,178	(1,640)	125.08%
Maintenance Contracts - Copier maintenance/usage	15,363	18,422	(3,058)	54,582	40,083	14,499	73.44%
Other Operating Expenses		189	(189)		1,513	(1,513)	0.00%
Bad Debt (VanGo)		(35)	35		846	(846)	0.00%
Event/Meeting Expense	3,234	4,152	(917)	13,124	12,793	331	97.48%
Travel/Conference/Training Expense	10,896	5,464	5,432	25,034	22,131	2,903	88.40%
Capitalized Equipment /Vehicles	130,568	185,252	(54,684)	606,068	272,267	333,801	44.92%
<b>Subtotal Other Expenses</b>	<b>398,754</b>	<b>687,605</b>	<b>(288,851)</b>	<b>1,648,328</b>	<b>1,347,344</b>	<b>300,983</b>	<b>81.74%</b>
<b>Total Expenditures/Expenses</b>	<b>810,391</b>	<b>916,426</b>	<b>(106,035)</b>	<b>3,362,769</b>	<b>2,306,879</b>	<b>1,055,890</b>	<b>68.60%</b>
Excess(Deficiency) of Revenue over Expenditures)	(31,365)	536,657	(568,023)	(31,365)	307,626	(338,992)	

- ① Public Outreach campaign was conducted during the second quarter - funding follows CDPHE years July to June.
- ② PO for 10 vans issued - 5 vans arrived/purchased in December, the remaining 5 vans arrived/purchased in January 2017
- ③ Includes local match moved to reserves per council action September 2015
- ④ Received move funds then anticipated due to FTA grant
- ⑤ Fort Collins is exchanging 5310 funds beginning in 2016
- ⑥ Long term staff left and were replaced with entry level staff
- ⑦ Includes year-end depreciation
- ⑧ Printing is any overage from the maintenance contract - new contract during the year with generous allowance
- ⑨ Paid additional staff American Planning Association dues

<b>4th Quarter Professional Services &amp; Consulting (1)</b>	<b>4th Quarter</b>			<b>Year-to-Date</b>			
	<b>2016</b>	<b>2016</b>		<b>2016</b>	<b>2016</b>		<b>%</b>
	Budget	Actual	Variance Under (over)	Budget	Actual	Variance Under (over)	
<b>Professional Services &amp; Consulting Administration</b>							
<b>Information Technology Services</b>							
Greystone	\$ 8,984.00	\$ 7,375.00	\$ 1,609.00	\$ 48,981.00	\$ 33,212.50	\$ 15,768.50	67.81%
Njevity		\$ (659.80)	\$ 659.80	\$ 3,000.00	\$ 4,823.95	\$ (1,823.95)	0.00%
<b>Audit Services</b>							
Anton Collins Mitchell, LLP	\$ 4,875.00		\$ 4,875.00	\$ 13,000.00	\$ 14,250.00	\$ (1,250.00)	109.62%
<b>Legal Services</b>							
Bell, Gould & Scott PC	\$ 3,515.63	\$ 2,677.50	\$ 838.13	\$ 14,062.50	\$ 7,829.75	\$ 6,232.75	55.68%
<b>Human Services</b>							
Mountain States-ED Review		\$ 500.00	\$ 500.00		\$ 500.00	\$ 500.00	0.00%
Office Team			\$ -		\$ 17,405.87	\$ (17,405.87)	0.00%
	<b>\$ 17,374.63</b>	<b>\$ 9,892.70</b>	<b>\$ 8,481.93</b>	<b>\$ 79,043.50</b>	<b>\$ 78,022.07</b>	<b>\$ 2,021.43</b>	<b>98.71%</b>
<b>VanGo™ Program</b>							
<b>Planning</b>							
Cambridge- Land Use		\$ 29.15	\$ (29.15)		\$ 13,976.08	\$ (13,976.08)	
Local Transportation Plans		\$ -	\$ -	\$ 14,500.00	\$ -	\$ 14,500.00	0.00%
	\$ -	\$ 29.15	\$ (29.15)	\$ 14,500.00	\$ 13,976.08	\$ 523.92	96.39%
Volunteer Drivers Program	\$ -	\$ 1,246.95	\$ (1,246.95)		\$ 3,740.82	\$ (3,740.82)	0.00%
	\$ -	\$ 1,246.95	\$ (1,246.95)	\$ -	\$ 3,740.82	\$ (3,740.82)	0.00%
<b>4th Qtr Quarter Professional Services &amp; Consulting Total</b>	<b>\$ 17,374.63</b>	<b>\$ 11,168.80</b>	<b>\$ 6,205.83</b>				
<b>Year-to-Date Professional Services &amp; Consulting Total</b>				<b>\$ 93,543.50</b>	<b>\$ 95,738.97</b>	<b>\$ (1,195.47)</b>	<b>102.35%</b>

(a)

(b)

(c)

(a) Audit is paid during the first and second quarter of the year. Additional paid due to additional work required for enterprise fund.

(b) Costs to temp agency for temporary employee to cover job duties until restructure of the VanGo program is complete

(c) Training on land use model

North Front Range MPO  
 Unaudited Statement of Net Assets  
 For the Twelve Months Ending December 31, 2016

ASSETS	
Cash and Cash Equivalents	\$93,445
Cash-Savings	
Investments	369,176
Receivables	247,379
Prepays	5,637
Capital Assets, net	67,454
Grant Receivables for Long Term Liabilities	39,144
Total Assets	<u>822,235</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued Liabilities	37,101
Deferred Revenue	
Long-Term Liabilities	
Loan Payable	41,938
Capital Leases	9,007
Accumulated Leave	39,144
Total Liabilities	<u>127,190</u>

FUND BALANCE	
Unreserved	627,763
Current Year Revenue over (under) Expenditures	67,282
Total Fund Balance	<u>695,045</u>

Total Liabilities and Fund Balance	<u>822,235</u>
------------------------------------	----------------

North Front Range MPO  
Unaudited Revenues, Expenditures and Changes in Fund Balance  
For the Twelve Months Ending December 31, 2016

	2016	2016	2016	2016	2016	2016	%
	4th Qtr Budget	4th Qtr Actual	Quarterly Variance	Annual Budget	Annual Actual	Annual Variance	Complete
<b>REVENUE</b>							
FHWA - Federal Income - CPG	\$227,904	\$177,062	\$50,842	\$946,704	\$581,694	\$365,010	61.44%
FHWA - Federal Income - STP-Metro	64,728	12,607	52,121	328,928	48,089	280,840	14.62%
State-CDPHE	6,250	10,821	(4,571)	32,500	45,364	(12,864)	139.58%
FTA - Federal income - Section 5310	13,010	9,428	3,582	50,210	36,876	13,334	73.44%
Fed Income-Section 5311							
<b>Subtotal Grant Revenue</b>	<b>311,892</b>	<b>209,919</b>	<b>101,973</b>	<b>1,358,342</b>	<b>712,022</b>	<b>646,320</b>	<b>52.42%</b>
Local match - Member Entitles	67,450	43,527	23,923	283,010	147,328	135,681	52.06%
100% Local	3,500	141,883	(138,383)	3,500	141,887	(138,387)	4053.91%
<b>Subtotal Local - All Sources</b>	<b>70,950</b>	<b>185,410</b>	<b>(114,460)</b>	<b>286,510</b>	<b>289,215</b>	<b>(2,705)</b>	<b>100.94%</b>
City of Fort Collins Funds		31,968	(31,968)		31,968	(31,968)	0.00%
Miscellaneous Revenue		515	(515)		2,160	(2,160)	0.00%
Interest Earned		760	(760)		1,958	(1,958)	0.00%
<b>Subtotal Other Revenue Sources</b>		<b>33,243</b>	<b>(33,243)</b>		<b>36,086</b>	<b>(36,086)</b>	<b>0.00%</b>
<b>Total Revenue- Combined Sources</b>	<b>382,842</b>	<b>428,572</b>	<b>(45,731)</b>	<b>1,644,852</b>	<b>1,037,322</b>	<b>607,529</b>	<b>63.06%</b>
<b>EXPENDITURES/EXPENSES</b>							
Administration	63,735	42,204	21,531	294,322	149,541	144,781	50.81%
Transportation Planning	192,181	138,676	53,505	947,072	508,463	438,610	53.69%
Mobility Management	13,337	7,289	6,049	59,837	29,372	30,465	49.09%
<b>Subtotal Payroll Expense</b>	<b>269,253</b>	<b>188,169</b>	<b>81,085</b>	<b>1,301,232</b>	<b>687,376</b>	<b>613,856</b>	<b>52.83%</b>
Professional Services & Consulting	61,578	10,341	51,237	113,703	79,792	33,911	70.18%
<b>Subtotal professional Services &amp; Consulting</b>	<b>61,578</b>	<b>10,341</b>	<b>51,237</b>	<b>113,703</b>	<b>79,792</b>	<b>33,911</b>	<b>70.18%</b>
Fleet Expense	875	914	(39)	4,250	3,041	1,209	71.55%
Insurance Expense	1,108	890	218	4,783	3,545	1,238	74.11%
Office Furniture/Equipment (non-cap)	2,924	4,674	(1,750)	44,924	16,096	28,829	35.83%
Office Supplies	1,284	1,072	212	5,409	2,621	2,787	48.46%
Communications (phone/data/fax)	2,825	3,554	(730)	11,075	10,700	374	96.62%
Postage	539	530	9	2,114	1,473	642	69.66%
Printing	353		353	2,153		2,153	0.00%
Rent	36,915	29,210	7,704	119,415	116,367	3,047	97.45%
Other Office Operating (Facility, Repairs, Furniture move)	8,011	2,565	5,447	16,786	19,306	(2,519)	115.01%
Recycling, Office Equipment Lease)							
Outreach							
Dues, licensing and Subscriptions	1,603	2,474	(871)	5,181	7,150	(1,969)	138.01%
Maintenance Contracts - Copier							
maintenance/usage	9,393	2,433	6,960	30,564	21,772	8,792	71.23%
Software maintenance							
Other Operating Costs		84	(84)		1,408	(1,408)	0.00%
Bad Debt (VanGo)							
Event/Meeting Expense	2,609	2,681	(72)	10,624	10,112	512	95.18%
Indirect Costs	(46,525)	(30,419)	(16,106)	(94,994)	(71,710)	(23,284)	75.49%
Travel/Conference/Training Expense	8,777	4,803	3,975	20,815	14,769	6,046	70.96%
Capitalized Equipment /Vehicles	21,318	34,762	(13,444)	46,818	46,222	596	98.73%
<b>Subtotal Other Expenses</b>	<b>52,010</b>	<b>60,227</b>	<b>(8,217)</b>	<b>229,917</b>	<b>202,872</b>	<b>27,045</b>	<b>88.24%</b>
<b>Total Expenditures/Expenses</b>	<b>382,842</b>	<b>258,737</b>	<b>124,105</b>	<b>1,644,852</b>	<b>970,040</b>	<b>674,812</b>	<b>58.97%</b>
Excess(Deficiency of Revenue over Expenditures)	0	169,835	(169,835)	0	67,282	(67,282)	

**Explanation of Variances**

- (1) Public outreach campaign was conducted during the second quarter. Extended staff time for conformity work. This includes two years of CDPHE budgeted funds.
- (2) Includes local match moved to reserves per council action
- (3) Starting in 2016 the City of Fort Collins will exchange 5310 funds for sales tax dollars
- (4) Short Staff for part of the year and hired less experienced staff at a lower rate than budgeted
- (5) Public outreach campaign was conducted for Air Quality during the second quarter. Outreach supplies were purchased for the upcoming Coordinated Mobility Plan meetings.
- (6) Paid additional planner's American planning Association dues

VanGo  
 Unaudited Statement of Net Assets  
 For the Twelve Months Ending December 31, 2016

ASSETS	
Cash and Cash Equivalents	\$66,275
Cash-Savings	395,890
Investments	1,516,353
Receivables	807,349
Loan Receivable	41,938
Capital Assets, net	667,861
Total Assets	<u>3,495,666</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	93,675
Deferred Revenue	10,494
Long-Term Liabilities	
Accumulated Leave	5,008
Total Liabilities	<u>109,177</u>
FUND BALANCE	
Unreserved	3,146,145
Current Year Revenue over (under) Expenditures	240,344
Total Fund Balance	<u>3,386,490</u>
Total Liabilities and Fund Balance	<u>3,495,666</u>

VanGo  
 Unaudited Statement of Revenue, Expenditures & Changes in Fund Balance  
 For the Twelve Months Ending December 31, 2016

	2016	2016	2016	2016	2016	2016	%	
	4th Qtr Budget	4th Quarter Actua	Quarterly Variance	Annual budget	Annual Actual	Annual Variance	Complete	
<b>REVENUE</b>								
State - FASTER Funds	\$60,000	\$108,656	(\$48,656)	\$240,000	\$108,656	\$131,344	45.27%	(a)
<i>Subtotal Grant Revenue</i>	<u>60,000</u>	<u>108,656</u>	<u>(48,656)</u>	<u>240,000</u>	<u>108,656</u>	<u>131,344</u>	<u>45.27%</u>	
Program Revenue - Fares	210,245	165,656	44,589	881,343	644,594	236,749	73.14%	
Sale of Vehicles							0.00%	
City of Fort Collins Funds	104,690	710,617	(605,927)	418,086	710,617	(292,531)	169.97%	(b)
<i>Subtotal VanGo Revenue-All Sources</i>	<u>374,935</u>	<u>984,929</u>	<u>(609,994)</u>	<u>1,539,429</u>	<u>1,463,867</u>	<u>75,562</u>	<u>95.09%</u>	
Interest Earned		4,133	(4,133)		10,920	(10,920)	0.00%	
Gain on Sale of Fixed Assets	21,250	35,449	(14,199)	147,123	102,396	44,727	69.60%	
<i>Subtotal Other Revenue Sources</i>	<u>21,250</u>	<u>39,582</u>	<u>(18,332)</u>	<u>147,123</u>	<u>113,316</u>	<u>33,807</u>	<u>77.02%</u>	
<b>Total Revenue- Combined Sources</b>	<b><u>396,185</u></b>	<b><u>1,024,511</u></b>	<b><u>(628,326)</u></b>	<b><u>1,686,552</u></b>	<b><u>1,577,183</u></b>	<b><u>109,369</u></b>	<b><u>93.52%</u></b>	
<b>EXPENDITURES/EXPENSES</b>								
Fleet Expense								
Fleet Insurance	30,000	27,463	2,537	120,000	109,413	10,587	91.18%	
Fleet Lease Payments				19,050	16,853	2,197	88.47%	
Fleet Motor Fuel & Oil	74,252	19,514	54,738	297,008	127,737	169,271	43.01%	
Fleet Repairs & Maintenance	59,590	48,747	10,843	239,365	191,563	47,802	80.03%	
Fleet Repairs & Maintenance-Insurance								
Deductible	1,375	500	875	5,500	1,000	4,500	18.18%	
Guaranteed Ride Home	1,225	1,124	101	4,300	2,644	1,656	61.49%	
Fleet Other	1,250	1,283	(33)	5,000	6,501	(1,501)	130.02%	(c)
Depreciation		323,425	(323,425)		323,425	(323,425)	0.00%	
<i>Subtotal Fleet Expense</i>	<u>167,692</u>	<u>422,056</u>	<u>(254,364)</u>	<u>690,223</u>	<u>779,136</u>	<u>(88,913)</u>	<u>112.88%</u>	
<i>VanGo Payroll</i>	<u>67,869</u>	<u>29,483</u>	<u>38,386</u>	<u>286,569</u>	<u>177,887</u>	<u>108,682</u>	<u>62.07%</u>	(d)
<i>Professional Services and Consulting</i>	<u>12,937</u>	<u>828</u>	<u>12,109</u>	<u>12,937</u>	<u>14,480</u>	<u>(1,543)</u>	<u>111.93%</u>	(e)
Office Furniture/Equipment (non-cap)					1,894	(1,894)	0.00%	
Office Supplies		28	(28)		381	(381)	0.00%	
Communications (phone/data/fax)					745	(745)	0.00%	
Postage		89	(89)		242	(242)	0.00%	
Credit Card Fees	4,125	3,451	674	16,500	13,401	3,099	81.22%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)	50	105	(55)	350	177	173	50.57%	
Dues, Licensing and Subscriptions	388	970	(582)	1,357	1,028	329	75.76%	
Maintenance Contracts - Copier maintenance/usage	5,970	15,988	(10,018)	24,019	18,311	5,708	76.24%	
Bad Debt		(35)	35		846	(846)	0.00%	
Rideshare Promotion	10,000	1,685	8,315	25,000	20,515	4,485	82.06%	
Event/Meeting Expense	625	1,471	(846)	2,500	2,681	(181)	107.24%	(f)
Indirect Costs	46,525	30,419	16,106	94,994	71,710	23,284	75.49%	
Travel/Conference/ Training	2,119	661	1,458	4,219	7,361	(3,142)	174.47%	(g)
Capitalized Equipment/Vehicles	109,250	150,490	(41,240)	559,250	226,045	333,205	40.42%	(a)
<i>Subtotal Other Expenses</i>	<u>179,052</u>	<u>205,322</u>	<u>(26,270)</u>	<u>728,189</u>	<u>365,337</u>	<u>362,852</u>	<u>50.17%</u>	
<b>Total Expenditures/Expenses</b>	<b><u>427,550</u></b>	<b><u>657,689</u></b>	<b><u>(230,139)</u></b>	<b><u>1,717,918</u></b>	<b><u>1,336,840</u></b>	<b><u>381,078</u></b>	<b><u>77.82%</u></b>	
Excess(Deficiency of Revenue over Expenditures)	<u>(31,365)</u>	<u>366,822</u>	<u>(398,187)</u>	<u>(31,366)</u>	<u>240,343</u>	<u>(271,709)</u>		

**Explanation of Variances**

- |   |
|---|
| (a) PO for 10 vans issued but 5 vans arrived/purchased in December, the remaining 5 vans arrived/purchased in January 2017<br>(b) Received more funds than anticipated due to higher FTA allocation<br>(c) Purchased emergency shovels as safety equipment to be placed in the vans.<br>(d) Long term staff left and were replaced with entry level staff<br>(e) Unanticipated legal fees regarding employment laws<br>(f) Safety meeting costs<br>(g) Two new staff members attended conferences |
|---|

North Front Range Transportation and Air Quality Planning Council  
Cash and Investment Institution Listing  
As of December 31,2016

Institution	Account Number	Balance as of September 30,2016		
		MPO	VanGo	Total
<b>Cash</b>				
1st National Bank	0022	\$ 93,370.34		\$ 93,370.34
1st National Bank	7343		\$ 66,274.79	\$ 66,274.79
Petty Cash		\$ 75.00		\$ 75.00
<b>Total Cash</b>		<b>\$ 93,445.34</b>	<b>\$ 66,274.79</b>	<b>\$ 159,720.13</b>
<b>Savings</b>				
Public Service Credit Union	0095		\$ 246,963.81	\$ 246,963.81
1st National Bank	6539		\$ 148,926.42	\$ 148,926.42
<b>Total Savings</b>		<b>\$ -</b>	<b>\$ 395,890.23</b>	<b>\$ 395,890.23</b>
<b>Investments</b>				
COLOTRUST	8001	\$ 369,175.90	\$ 1,516,352.53	\$ 1,885,528.43
<b>Total Investments</b>		<b>\$ 369,175.90</b>	<b>\$ 1,516,352.53</b>	<b>\$ 1,885,528.43</b>
Total Savings and Investments		\$ 369,175.90	\$ 1,912,242.76	\$ 2,281,418.66

Operating Reserves	Capital Reserve	FTA	Other	Total
MPO	VanGo	Funds	VanGo **	
\$ 40,599.59				
\$ 40,599.59				
			\$ 246,963.81	\$ 246,963.81
		\$ 25,247.00	\$ 123,679.42	\$ 148,926.42
\$ -	\$ -	\$ -	\$ 370,643.23	\$ 370,643.23
\$ 369,175.90	\$ 429,479.26	\$ 46,750.30	\$ 1,040,122.97	\$ 1,885,528.43
\$ 369,175.90	\$ 429,479.26	\$ 46,750.30	\$ 1,040,122.97	\$ 1,885,528.43
\$ 409,775.49	\$ 429,479.26	\$ 46,750.30	\$ 1,410,766.20	\$ 2,256,171.66

\*\* Funds in excess of required reserves the majority of which are capital funds exchanged for local sales tax.

ACTION ITEM: FY2018-2021 TIP and  
Updated TIP Amendment Policy





419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (VanGo)  
FAX: (970) 416-2406  
[nfrmpo.org](http://nfrmpo.org)  
[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

**MPO Planning Council**  
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Town of Eaton  
Commissioner Tom Donnelly- Vice Chair  
Larimer County  
Jennifer Baker  
Town of Berthoud  
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City of Evans  
Mayor Pro-Tem Gerry Horak- Past Chair  
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CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission

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

## Memorandum

To: NFRMPO Planning Council  
From: Medora Kealy  
Date: March 3, 2017  
Re: FY2018-2021 Transportation Improvement Program (TIP)

### Background

The FY2018-2021 TIP provides a fiscally-constrained four-year program of multi-modal projects to be completed within the North Front Range region. The NFRMPO is responsible for the creation and adoption of a TIP at least every four years. The FY2018-2021 TIP was developed using the “3C” (continuous, cooperative, and comprehensive) planning process.

The FY2018-2021 TIP includes a narrative portion addressing policies and procedures for project delay, Policy Amendments and Administrative Modifications, and Environmental Justice (EJ) analysis. Also included are project-specific performance measures as required by MAP-21 and carried forward in the FAST Act, and the fiscally-constrained project listing for all regionally significant projects and/or federally-funded multi-modal transportation projects.

Projects selected during the approved FY2020-2021 Call for Projects process are included in the FY2018-2021 TIP for the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ) program, and the Transportation Alternatives (TA) programs. Also included are federally funded and/or regionally significant projects selected through the CDOT and FTA project selection process.

The FY2018-2021 TIP public comment period was open from December 1, 2016 to December 31, 2016. Comments were integrated into the TIP as appropriate.

On February 2, 2017, a Public Hearing was held at the Planning Council meeting to take public comment on Air Quality Conformity of the FY2018-2021 TIP for both Ozone and Carbon Monoxide. No comments were received. The Planning Council made a positive conformity determination for the FY2018-2021 TIP.

TAC recommended Planning Council approval of the FY2018-2021 TIP at their February 15, 2017 meeting pending minor revisions, policy clarifications, and project updates. The requested changes were incorporated into the FY2018-2021 TIP. TAC also recommended the TIP Amendment and Modification polices take effect immediately.

The TIP Amendment and Modification policies are described on pages 10-11 of the FY2018-FY2021 TIP. The policies were updated from current policies and procedures as follows:

- TIP Amendments will be processed every other month, instead of quarterly
- TIP Amendments will go to TAC and Council once each for Action
- The Amendment threshold will be the addition or deletion of \$5M or more in federal or state funds for any project
- The 30-day Public Comment period for TIP Amendments will begin when the TAC meeting packet is sent out a week prior to the monthly TAC meeting
- Federal Emergency Relief (ER) funds for natural disasters/emergency roadway repairs to major regional corridors may be placed into the STIP prior to being added to the TIP
- Other emergency repairs will be expedited on an individual basis.

Approval of the FY2018-2021 TIP ensures compliance with federal regulations.

#### Action

TAC requests Planning Council adopt the FY2018-2021 TIP with an effective date of October 1, 2017. TAC also requests FY2018-2021 TIP Amendment and Modification policies become effective immediately.



**RESOLUTION NO. 2017-08**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY**  
**PLANNING COUNCIL ADOPTING THE FY2018-2021 TRANSPORTATION IMPROVEMENT**  
**PROGRAM (TIP)**

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

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

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

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

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

**WHEREAS**, the air quality conformity determinations conducted on the NFRMPO’s FY 2018-2021 TIP using the EPA’s approved MOVES 2014a Emissions Model were within the federally approved emissions budgets; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council** finds that the FY2018-2021 Transportation Improvement Program (TIP) is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.324. The effective date of the FY2018-2021 TIP is October 1, 2017; however, the FY2018-2021 TIP Amendment and Modification policies are effective immediately as recommended by the Technical Advisory Committee (TAC) and approved by Planning Council.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of March, 2017.

\_\_\_\_\_  
Kevin Ross, Chair

ATTEST:

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



**Adopted xxxx xx, 2017**



**FY 2018 - FY 2021  
Transportation Improvement Program  
(TIP)**



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## SECTION 1: INTRODUCTION AND RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the North Front Range Metropolitan Planning Organization (NFRMPO) on June 28, 1988, and as the Air Quality Lead Planning Agency for Carbon Monoxide (CO) on June 22, 1993. The Regional Air Quality Council (RAQC) was designated as the Lead Planning Agency for Ozone in the North Front Range on July 19, 2013<sup>1</sup>. Local government members of the Planning Council include: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of Larimer and Weld counties. The Colorado Transportation Commission and the Colorado Department of Public Health and the Environment (CDPHE), also hold voting membership.

The NFRMPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The TIP includes all regionally significant and/or federally-funded transportation projects to be implemented in the North Front Range region over a four year time period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine if the TIP is consistent with the adopted regional transportation plan (RTP) and is produced through the continuing, cooperative, and comprehensive (3C) transportation process. FHWA and FTA approve conformity determinations in accordance with [40 CFR Part 93](#). The FHWA, FTA, and the Environmental Protection Agency (EPA) approve the TIP.

The NFRMPO Planning Council is responsible for making and the Air Quality Control Commission (AQCC) is responsible for concurring with the NFRMPO conformity determinations on the TIP working with CDPHE's Air Pollution Control Division (APCD).

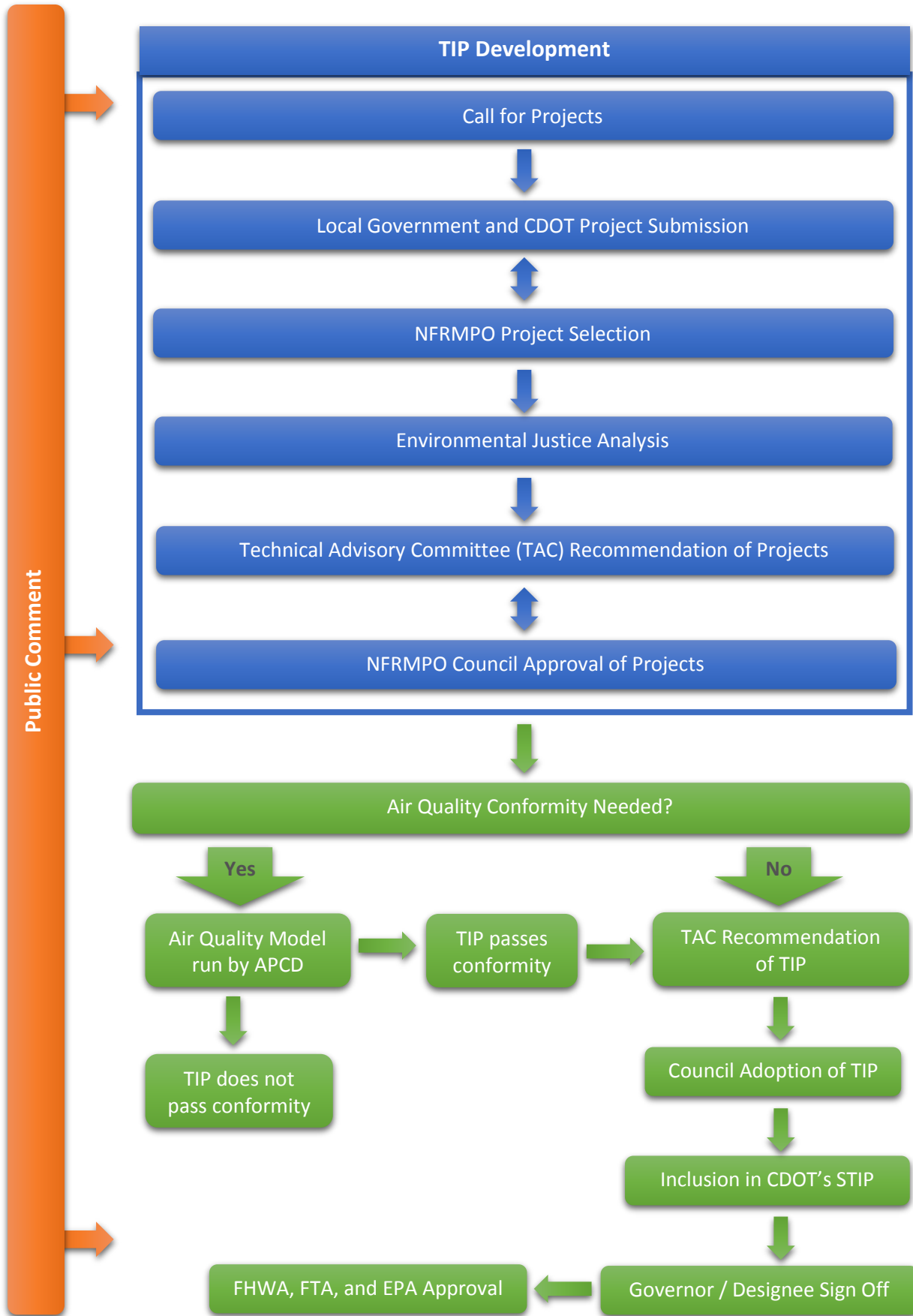
The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation (CDOT), one staff member or representative from CDPHE-APCD, and non-voting members representing seniors, the Federal Highway Administration (FHWA), and the Regional Air Quality Council (RAQC). The TAC reviews and recommends most matters considered by the Planning Council.

The Colorado Governor approves the TIP, as shown in **Figure 1**. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

While **Figure 1** appears hierarchical, many of the identified groups work closely in the development and approval of the TIP in an iterative and collaborative process.

<sup>1</sup> Colorado Executive Order B2013-007, July 19, 2013

Figure 1: NFRMPO TIP Process





## Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by [FHWA 223 CFR § 450.306](#) and [FTA in 23 CFR § 613.100](#). The Fixing America’s Surface Transportation (FAST) Act, adopted December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation and guides the long range planning process. FAST Act contains eight factors first described in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and carried forward in the FAST Act, addressed by the 3C metropolitan transportation planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The NFRMPO’s 2040 Regional Transportation Plan (RTP), adopted September 3, 2015 and amended February 2, 2017, includes consideration of these planning factors as required by the FAST Act.

The RTP is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx) budgets outlined in the Colorado State Implementation Plan (SIP). A corridor based RTP provides greater flexibility for financial constraint and selecting projects for the TIP.

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP, which is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects using federal, state, and local funds. Specifically, all projects funded under Title 23 U.S.C. Chapters 1 and 2 or Title 49 U.S.C. Chapter 53 are included in the TIP, as are all regionally significant projects requiring an action by the FHWA or the FTA and all regionally significant projects funded with other Federal, state, or local sources. The time period for this TIP is October 1, 2017 through September 30, 2021 (FY 2018 – FY 2021).

The TIP identifies the type of improvement, a short project description, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has significant flexibility and projects may be moved within the four years of the TIP with an Administrative Modification if funds become available, projects are delayed, or priorities change. In addition, Amendments may be made as necessary, through the adopted TIP Amendment process described later in this document.

The NFRMPO’s TIP project list must be incorporated without changes into the STIP developed by CDOT and approved by the Colorado Governor.

## Project Prioritization and Selection

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2015 Congestion Management Process, outlined in the 2040 RTP. The TIP must be consistent with other

transportation plans and programs within the region, and must show conformity according to air quality budgets outlined in the SIP. The NFRMPO must provide residents, public agencies, and other interested parties with an opportunity to review and comment on the projects identified in the TIP prior to its adoption.

The FAST Act requires the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources reasonably expected to be available to carry out the program, and identifies innovative financing techniques to finance projects, programs, and strategies.
- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the EPA's transportation conformity regulations.

NFRMPO and CDOT worked together to produce the financial plan for the TIP and provides the basis for fiscal constraint.

For FY 2018 and FY 2019, the NFRMPO selected projects for the Congestion Mitigation & Air Quality Improvements Program (CMAQ), Surface Transportation-Metropolitan Program (STP-Metro), and the FHWA's Transportation Alternatives Program (TAP) using the FY 2016-2019 Project Scoring Criteria and Process approved on October 2, 2014 by the NFRMPO Planning Council. Highway capacity projects to be programmed in the FY 2016-2019 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

For FY 2020 and FY 2021, the NFRMPO selected projects for the CMAQ, Surface Transportation Block Grant (STBG) program, and the FHWA's Transportation Alternatives (TA) program using the same project scoring criteria and process as the 2014 Call. Highway capacity projects to be programmed in the FY 2018-2021 TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted Congestion Management Process, updated in 2015.

The TAC identified STBG funding targets for large and small communities allocating 58.6 percent of the funding to large communities and 41.4 percent to small communities across six projects. The TAC recommended funding eight of the 10 CMAQ project submissions. The TAC recommended one TA project, vetted by the Northern Colorado Bike and Ped Collaborative (NoCo Bike & Ped) for funding. The NFRMPO Planning Council approved the TAC recommended four year Call for Projects on November 3, 2016.

If additional funding is allocated to STBG or CMAQ funding programs within the first two years of the TIP (FY 2018 and FY 2019), the following processes will be used to assign funds to projects:

- STBG Program
  - Additional funding is split between the small and large community pools (71.5 percent for large communities, 28.5 percent for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially-funded project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be

backfilled in the large or small pool as needed when they become available.

- CMAQ Program
  - Additional funding will be and assigned to the next highest ranked, partially-funded project in each category. Funds are split into the three project pools (Signal Timing, Bus Replacement, and Compressed Natural Gas (CNG) Equipment and Stations) using the following guidelines\*:

Signal Timing:	13% of Total
Bus Replacement:	46% of Total
CNG Vehicles and Stations:	41% of Total
<hr/>	
100% CMAQ Funds	

*\*Percent allocations to be reevaluated before next call for projects*

TAC agreed to issue a two-year call for projects in 2018 adding two years to the end of the TIP (FY 2022 and FY 2023). Projects not receiving any funds by the time the new call is issued in 2018 will need to re-submit applications to be considered for funding.

CDOT is responsible for projects shown for several other funding programs and these are also required not to exceed fiscal constraints. Similarly, changes in allocations to CDOT-sponsored programs and projects would prompt TIP Amendments or Modifications.

Transit operators are responsible for projects in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from FTA formula funds, a competitive process, or projections from past trends. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population or competitive process. In the NFRMPO region there are two transit providers that receive FTA funds based on population: City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

- Transfort receives funds based on an urbanized area formula program for areas with population between 200,000 and 999,999. Transfort receives the FTA funds on behalf of the Fort Collins Transportation Management Area (TMA).
- GET receives funds from CDOT based on an urbanized area formula program for areas with populations between 50,000 and 199,999. GET uses the FTA funds to cover the Greeley, Evans, and Garden City area.

Both transit providers produce a Program of Projects (POP) each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas or a competitive process. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. The POPs are amended into the TIP as they are received. The FTA requires all projects be included in the TIP and the STIP before funds can be obligated.

## Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as Transportation Management Areas (TMA), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally

significant congested corridors outlined in the 2040 RTP, and reported periodically. The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

The NFRMPO’s CMP requires project sponsors located on Regionally Significant Corridors (RCS) demonstrate conformity with the CMP. The NFRMPO tracks performance measures and monitors the system and presents it to the public in a periodic CMP report.

## Public Participation

The NFRMPO follows FHWA and FTA requirements for public participation for all plans and projects. The NFRMPO carries out a process that is open to all desiring to participate, and provides both the public and private sectors with reasonable opportunities to comment on the TIP during its development. To notify the public, the NFRMPO makes copies of the document available for public review at the NFRMPO offices and on its website, and holds at least two NFRMPO Policy Committee and two NFRMPO Technical Advisory Committee meetings to take public comments.

The Public Involvement Plan (PIP), adopted November 5, 2015, guides the NFRMPO’s public participation activities for all plans and programs, including the TIP. The PIP was updated in conjunction with the 2040 RTP.

## Funding Sources

The project listings in **Section 2** of the TIP are organized by funding program, consistent with those found in the STIP. Federal/non-federal match ratios vary across funding types. The abbreviations used in the TIP for specific funding types shown in the project tables labeled under “Funding Type/Program” are defined in **Table 1**.

The list in **Table 1** is current as of the publication of this document and funding types are subject to change. Some programs listed here may not have funds assigned to North Front Range project locations during the period covered by this TIP. Additionally, new funding sources may emerge or funding categories may change as new legislation is adopted and may be used for future projects in the TIP.

**Table 1: Funding Program Abbreviations**

HIGHWAY	
Abbreviation	Funding Source
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recover (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS GRNT	Grants: Safe Routes to School

STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP-Metro)
TAP	Transportation Alternatives Program
TA	Transportation Alternatives program
[Various]	Surface Treatment (CDOT)
<b>TRANSIT</b>	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for regional or State focused projects STL-FASTER (State) transit funding for locally focused projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Transportation for Elderly Persons & Persons with Disabilities
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
<b>ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:</b>	
CDC	Capital Development Committee (State)
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
L	Local
LO/LOM	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
RAG	Railroad Crossing Program – At Grade
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)

*Note: CDOT is updating and using abbreviations associated with various funding programs. As those are assigned to specific projects and replace the abbreviations used initially in the TIP, the TIP will be administratively amended to reflect the changes as needed.*

## Project Delay Procedure

The goal of the NFRMPO's TIP Project Delay Procedure is to maximize the federal funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress.

The delay procedure applies to projects funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

The delay procedure provides an incentive for local agency sponsors to develop their projects adhering to the schedule, obligate the federal funds within the year programmed and expedite the use of federal funds. Projects are reviewed on an ad hoc basis, with TAC recommendations to Planning Council on granting extensions, if necessary, occurring the month following review.

A "delay" occurs:

- When a construction-related project is not advertised during the fiscal year assigned in the TIP
- When a non-construction project or program is not issued a "Notice to Proceed" during the fiscal year programmed in the TIP

Granting extensions on delays:

- TAC may recommend a one year extension for projects that do not meet the advertisement or notice to proceed date if CDOT can guarantee the funds in the next fiscal year. This may only occur if that project has not received a previous extension.
- TAC may recommend a 2<sup>nd</sup> extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the programmed year. The community may be granted a 2<sup>nd</sup> extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2<sup>nd</sup> extensions.

## Federal Cost Principles

In its efforts to deliver on the promise of a 21st-Century government that is more efficient, effective and transparent, the [USDOT Office of Management and Budget \(OMB\)](#) has streamlined the OMB Circulars on Administrative Requirements, Cost Principles, and Audit Requirements for all Federal awards into one document, referred to as the Federal Cost Principles. Guidance published December 26, 2013, is in effect for all federal awards or funding increments to nonfederal entities as of December 26, 2014, and will apply to nonfederal entity audits for fiscal years beginning on or after that date. This guidance supersedes and streamlines requirements contained in OMB Circulars A-21, A-50, A-87, A-89, A-102, A-110, A-122 and A-133 by consolidating the requirements of these eight documents into one.

The Federal Cost Principles require local agencies establish the projects' period of performance start and end date and include it in the Federal Award. Changes to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed and all final reimbursements be made in this 90

day period. CDOT is required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 2** explains the Federal code related to the Federal Cost Principles.

**Table 2: References to Federal Cost Principles<sup>2</sup>**

References to Federal Cost Principles		
1.	Period of Performance	200.309
2.	Project Closeout	200.343
3.	Evaluation of Subrecipient’s Risk	200.205, 200.207, 200.331
4.	Performance Management	200.301
5.	15 Standard Data Sets	200.210, 200.331
6.	Indirect Cost Rates	200.331, 200.414, 200.68
7.	Time and Effort Rules	200.430(i)
8.	Internal Controls	200.303
9.	Required Disclosures	200.112, 200.113
10.	Procurement	200.317-200.326, 2 CFR 1201.317
11.	Payments	200.305
12.	Single Audit (A-133) Requirements	200.501

### Entities Eligible for Funding

Applications for TIP projects which involve public-private partnerships are only accepted from a member government when the member government assumes sole responsibility for the project. Private sector partners may include, but are not limited to, trail management groups, developers, and financiers. Member governments will represent their private sector partner(s) in all dealings with NFRMPO, CDOT, FHWA, or FTA. The private sector partner may not participate in such activities without the sponsoring local government present. Eligible projects must demonstrate a strong public benefit. Partnerships must have a legal, written agreement in place between the public agency and the private entity before a project may be included in the TIP.

### Partially-Funded Projects and Program Efficiencies

During a call for projects, the project selection committee may stay within financial constraints by reducing the funding of a proposed project before it is programmed into the TIP. Such partially-funded projects may be awarded additional funding if and when it becomes available. Project sponsors of partially-funded projects will need to reapply in subsequent calls to be considered for additional funding. An important consideration for Project Sponsors is the following excerpt from Title 23 of the U.S. Code regarding engineering cost reimbursement:

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on

<sup>2</sup> Federal Register. Office of Management and Budget. Vol. 78. No. 248. <https://www.gpo.gov/fdsys/pkg/FR-2013-12-26/pdf/2013-30465.pdf>

which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account), for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds reimbursed for the preliminary engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section,” (23 U.S.C. §102). “

Typically, CDOT’s intergovernmental agreements (IGAs) with local agency Project Sponsors concerning federal-aid projects contain provisions to ensure that local agencies would, in turn, provide the state with the funds necessary to satisfy this cost reimbursement provision of the federal law.

Some projects that were initially programmed in the TIP prior to Fiscal Year 2018 remain active, but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in Fiscal Year 2018.

As each fiscal year draws to a close and a new one started, the TIP’s project funding tables are revised to reflect additional instances for which the funding for projects needs to be rolled forward. Rolling forward the projects subject to the NFRMPO’s Delay Policy occurs only if their schedules are being extended in accordance with those requirements and the funding remains available.

## TIP Amendment and Modification Process

Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. The NFRMPO forwards TIP Amendments and Modifications to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by the Planning Council are accompanied by a Resolution of Adoption. Subsequently, each Administrative Modification will be provided for informational purposes to both the TAC and Planning Council. Any member may request Planning Council review of any action taken by NFRMPO staff or the TAC. The two types of TIP changes are described below.

### Policy Amendments

Policy Amendments require TAC review and Planning Council approval for all CMAQ, STBG, TA funded and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding a travel lane at least one mile in length, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.



3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. A change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
6. Any significant change in the scope of a project. A scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Policy Amendments will be processed according to the following schedule:

- Amendments will be processed every other month, including January, March, May, July, September, and November.
- The deadline to submit an Amendment request is 5:00 pm on the first business day of that month.
- The 30-day Public Comment period for TIP Amendments will open when the next TAC meeting packet is released, one week prior to the TAC meeting.
- TIP Amendments will go to TAC and Council once each for Action. Council adoption of the TIP Amendment will be contingent on public comments received during any portion of the 30-day Public Comment period occurring after the Council meeting.

### Administrative Modifications

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, and does not change the scope of the project.
3. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
4. A change of less than \$5M in the total amount of a CDOT STIP pool in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
5. Changes in the projects included in a CDOT STIP pool due to Transportation Commission action, including a change in the state resource allocation.

Administrative Modifications will be processed within two weeks of receipt. Processed Modifications are posted to the NFRMPO TIP webpage, available at <http://nfrmpo.org/tip/>, at least monthly. Each quarter, processed Modifications from the previous three months are provided to the TAC and Planning Council for informational purposes.

For projects funded through CDOT managed pools that are not regionally significant or transit projects, the NFRMPO TIP shows pool totals by year. CDOT will provide a list of the projects within each pool. The NFRMPO TIP Table refers readers to the CDOT STIP Report for project funding within the CDOT-managed pools. To access the STIP tables, please visit: <https://www.codot.gov/business/budget>.

### Emergency Funds

Projects receiving funding from the Emergency Relief Program 23 CFR 668.105 may be processed into the STIP prior to being processed into the TIP. CDOT shall follow up and request a TIP Amendment or Modification at the same time the STIP action is requested. The procedure for projects providing emergency repairs as defined by the Governor, the Transportation Commission, or the CDOT Executive Director will be addressed on a case by case basis.

## Environmental Justice

### [Executive Order 12898 – 1994](#)

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), to make EJ part of an MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

### [DOT Order 5610.2\(a\) – May 2012](#)

In May 2012, DOT issued an updated internal Order, *Actions to Address EJ in Minority Populations and Low-Income Populations* (DOT Order). The DOT Order updates the Department's original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of the USDOT's strategy to promote the principles of EJ in all DOT programs, policies, and activities.

### NFRMPO Environmental Justice Process

An EJ analysis must be completed on all TIP Amendments. If a project included in an Amendment lies within ¼ mile of or adjacent to an EJ population, an EJ analysis must be completed on the project. If it does not, it is considered to be Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under this DOT order, an adverse effect means:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community;
- Denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.

An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment,” defined in DOT Order 5610.2(a) as:

- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.

All EJ analysis procedures are completed by NFRMPO staff. **Table 3** lists the benefits and burdens reviewed for EJ or Non-EJ projects.

**Table 3: Environmental Justice Benefits and Burdens**

Benefit	Burden
Decrease in travel time	Air and water pollution
Improved air quality	Soil contamination
Expanded employment opportunities	Destruction or disruption of man-made or natural resources
Better access to transit options and alternative modes of transportation (walking and bicycling)	Adverse impacts on community cohesion or economic vitality
Improved quality of transit	Noise and vibration
Increased property values	Decrease in property value

## Measuring System Performance

The objective of the performance and outcome - based program first identified in MAP-21 and carried forward in the FAST Act, is for planning agencies to invest resources in projects that collectively make progress toward the achievement of seven specific national goal areas, detailed in **Table 3**.

**Table 4: FAST Act National Performance Goals<sup>3</sup>**

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

<sup>3</sup> §1203; 23 USC 150(b)

Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

NFRMPO staff developed [Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) in coordination with the TAC to monitor the performance of projects included in the TIP. The GOPMT were adopted by the NFRMPO Planning Council on September 4, 2014.

Each Goal, Objective, and Performance Measure directly relates to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. The types of data collected for each project relate to the Target of the applicable Performance Measure. During the 2014 and 2016 Calls for Projects, each project applicant was required to identify of applicable Performance Measure(s). **Table 45** shows TIP projects with their associated with Performance Measures and Goals.

**Table 5: NFRMPO Project Performance Measures and Goals**

NFRMPO Performance Measure: Air Quality Conformity Tests on Plans and Programs			
National Goal Areas: Environmental Sustainability, Reduced Project Delivery Delays			
Target: Passes Conformity			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ
2016-007	Larimer County CNG Vehicle Replacement	Larimer County	CMAQ
2020-004	CNG Fast Fill Stations	Larimer County	CMAQ
2017-002	Loveland CNG Vehicle Replacement	Loveland	CMAQ
2020-007	Loveland Diesel Fleet Replacement	Loveland	CMAQ
2016-006	Weld County CNG Vehicles & Expansion	Weld County	CMAQ
2020-008	Weld County CNG Vehicles	Weld County	CMAQ

<b>NFRMPO Performance Measure: Number of Facility Samples with Poor Surface Condition</b> <b>National Goal Areas: Infrastructure Condition, Freight Movement and Economic Vitality</b> <b>Target: Reduce by 1%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2017-005	Collins Street Resurfacing	Eaton	STP-Metro
2016-009	65 <sup>th</sup> Ave Widening	Evans	STP-Metro
2020-009	37 <sup>th</sup> Street Overlay	Evans	STBG
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2020-011	O Street Widening – 11 <sup>th</sup> Avenue to WCR 37	Greeley	STBG
<b>NFRMPO Performance Measure: Five-Year Rolling Average of Injury and Fatal Crashes</b> <b>National Goal Areas: Safety, System Reliability</b> <b>Target: No Increase in Crashes</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2020-011	O Street Widening – 11 <sup>th</sup> Avenue to WCR 37	Greeley	STBG

NFRMPO Performance Measure: Regionally Significant Congested Corridors with a Travel Time Index of 2.5 Times or Less Than Free Flow

National Goal Areas: Congestion Reduction, System Reliability, Freight Movement and Economic Vitality

Target: Maintain At Least 80%

TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2020-010	Timberline Road Corridor Improvements	Fort Collins	STBG
2018-002	US34 Widening	Loveland	STP-Metro
2017-003	I-25 / Crossroads Interchange	CDOT R4	STP-Metro
2016-003	Loveland Traffic Optimization	Loveland	CMAQ
2020-003	Central System and Controller Replacement	Greeley	CMAQ
2020-005	Traffic Signal Progression Improvements – US 34	Loveland	CMAQ
2020-011	O Street Widening – 11 <sup>th</sup> Avenue to WCR 37	Greeley	STBG
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG

<b>NFRMPO Performance Measure: Non-Motorized Facilities Per Capita</b> <b>National Goal Areas: System Reliability, Infrastructure Condition, Congestion Reduction</b> <b>Target: Increase by At Least 2%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2018-003	LCR 17 Expansion	Berthoud / Larimer County	STP-Metro
2021-001	North LCR 17 Expansion	Larimer County	STBG
2016-009	65 <sup>th</sup> Ave Widening	Evans	STP-Metro
2017-004	Horsetooth and College Intersection Improvements	Fort Collins	STP-Metro
2019-001	10 <sup>th</sup> Street Access Control Implementation	Greeley	STP-Metro
2018-002	US34 Widening	Loveland	STP-Metro
2017-001	Great Western Trail	Windsor	TAP
2020-014	Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA
2020-009	37 <sup>th</sup> Street Overlay	Evans	STBG
2020-012	US 34 (Eisenhower Boulevard) Widening – Boise Avenue to I-25	Loveland	STBG
2020-013	Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG
<b>NFRMPO Performance Measure: Fixed-Route Revenue Hours Per Capita Within Service Areas</b> <b>National Goal Area: System Reliability</b> <b>Target: Increase by 30%</b>			
TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ



**NFRMPO Performance Measure: Transit Service Vehicles Within Useful Life Parameters Established by FTA**  
**National Goal Areas: System Reliability, Reduced Project Delivery Delays**  
**Target: Maintain 75%**

TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

**NFRMPO Performance Measure: Fixed-Route Ridership Per Capita Within Service Areas**  
**National Goal Areas: System Reliability, Congestion Reduction**  
**Target: Increase by 10%**

TIP Project Number	Project Name	Project Sponsor	Funding Program
2016-004	GET CNG Bus Replacement	Greeley	CMAQ
2016-005	Transfort CNG Bus Replacement	Fort Collins	CMAQ
2018-001	COLT CNG Bus Replacement	Loveland	CMAQ
2020-002	GET Diesel Bus Replacement	Greeley	CMAQ
2020-001	Transfort CNG Buses	Fort Collins	CMAQ
2020-006	COLT Diesel Bus Replacement	Loveland	CMAQ

## TELUS Online TIP

NFRMPO will use the FY 2018 – FY 2021 TIP as the foundation for developing an online TIP. The Transportation Economic Land Use System (TELUS) online TIP software allows users to promote public engagement online, streamline TIP Amendments, map projects, generate reports, and provide access for multiple agencies to contribute to the TIP. This fully customizable software will help the NFRMPO distribute TIP information more effectively.

NFRMPO member communities and CDOT will have access to submit new projects, project Amendments, and Modifications directly on the TELUS site. The NFRMPO TIP Administrator can approve, deny, or modify requests as they appear saving Amendments for NFRMPO action and Modifications for quarterly reporting. The transparency of TELUS and the consistent TIP formatting will accelerate the Modification and Amendment process, while reducing possible errors.

Users are presented with projects in a tabular format or a spatial format with projects distributed on a regional base map. Public comment(s) can be left on each project and the TIP Administrator can respond directly to requests.

**SECTION 2: TIP MODIFICATION AND AMENDMENT FORMS**

TIP Modification Form

<b>FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b> <b>North Front Range Transportation &amp; Air Quality Planning Council</b> <b>Administrative Modification Request -- (To be completed by NFRMPO)</b>																
<b>Submitted to:</b> Enter Modification Recipient			<b>Prepared by:</b> Enter Who Prepared Modification				<b>DATE:</b> Enter Date									
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-19 TIP TOTAL	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
<i>Enter Funding Program or Source Here</i>																
<b>PREVIOUS ENTRY</b>																
Enter STIP Number	TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0	0	0
					Local											
					Overmatch		0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0	0	0
Project Description:		Enter Project Description														
<b>REVISED ENTRY</b>																
Enter STIP Number	TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0	0	0
					Local											
					Overmatch		0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0	0	0
Project Description:		Enter Project Description														
Reason:		Enter Reason for Modification														

**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**North Front Range Transportation & Air Quality Planning Council**  
**Policy Amendment Request -- (To be completed by NFRMPO)**

<b>Submitted to:</b> Enter Amendment Recipient		<b>Prepared by:</b> Enter Who Prepared Amendment				<b>DATE:</b> Enter Date										
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-19 TIP TOTAL	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23

**Enter Funding Program or Source Here**

**PREVIOUS ENTRY (IF APPLICABLE)**

Enter STIP Number	TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0	0	0
					Overmatch		0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0	0	0

Project Description:	Enter Project Description
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**NEW ENTRY / REVISED ENTRY**

Enter STIP Number	TIP Number	Enter Project Title / Location	Enter Sponsor	Enter Improvement Type	Federal	Enter Funding Type	0	0	0	0	0	0	0	0	0	0
					State		0	0	0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0	0	0
					Local		0	0	0	0	0	0	0	0	0	0
					Overmatch		0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	0	0	0	0

Project Description:	Enter Project Description
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Reason:	Enter Reason for Amendment
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## SECTION 3: FY 2018-2021 PROJECTS

### Project Tables

The table of project listings is shown as it was adopted XXX, 2017 and is updated with each Amendment. The most up to date version of the TIP is available online at [nfrmpo.org/tip/](http://nfrmpo.org/tip/).

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX  
Initial TIP Table Draft 2/16/2017

Indicates Last Amendment or Modification  
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool  
North Front Range Pool

Project Programmed/Budgeted in Pool  
Project Funds Rolled Forward

Dollars Listed in Thousands  
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
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**HIGHWAYS**

**Bridge - On State System**

SR46598	P-4	<b>Region 4 Bridge - On System Pool</b> Funding amounts allocated for the North Front Range Region For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>	CDOT Region 4	Bridge	Federal State	XXX XXX	5,519 1,380	2,344 586	4,251 1,063	- -	- -	6,595 1,649	- -	- -
Total							6,899	2,930	5,314	-	-	8,244	-	-
Pool Projects:														
XXX	-	SH392A: Windsor -Lucerne 105-115	XXX			Project Description: XXX								
XXX	-	GWRR Bridge over I-25 S/O US34 repairs	XXX			Project Description: XXX								
XXX	-	US287/College Ave. MP 342 - 347 Ft Collins	XXX			Project Description: XXX								
SR46598.036	-	NFR Asset Mgmt Bridge Maintenance	CDOT Region 4			Project Description: XXX								
SR4521.114	-	SH60B: I-25 to Milliken MP 6-14	CDOT Region 4			Project Description: XXX								
SR46598.053	-	I-25: Scour at the Big Thompson River	CDOT Region 4			Project Description: XXX								
SR45218.174	-	US85L: O St to Ault 270.5-280 Included SH392 Intersection Im	CDOT Region 4			Project Description: XXX								
XXX	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	XXX			Project Description: XXX								
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: XXX								
XXX	-	US34D: (C-18-J) Bridge Preventative Maintenance	XXX			Project Description: XXX								
SR46598.058	-	US287: Spring Creek	CDOT Region 4			Project Description: XXX								
Pool Description:		Summary of CDOT Region 4 Bridge - On System Pool Programming												

**Bridge - Off State System**

SR46601	P-5	<b>Region 4 Bridge - Off System Pool</b> Funding amounts allocated for the North Front Range Region	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local	Bridge Replace (Local Match) Local	968 242	1,756 439	- -	- -	- -	1,756 439	- -	- -
Total							1,210	2,195	-	-	-	2,195	-	-
Pool Projects:														
XXX	-	Big Thomp. River at CR19E (LR19E-0.5-20)	XXX			Project Description: XXX								
XXX	-	West Mutual Ditch/CR44 (WEL044.0-033.0A)	XXX			Project Description: XXX								
XXX	-	Spring Ck at Riverside (FCRVSDE-S.2PRST)	XXX			Project Description: XXX								
XXX	-	Loveland (LOV1050TAFT.AV)	XXX			Project Description: XXX								
XXX	-	Larimer Co. Canal at CR9 (LR9-0.4-56)	XXX			Project Description:								
Pool Description:		Summary of CDOT Region 4 Bridge - Off System Pool Programming												

**Strategic**

SSP 4428	2017-032	<b>North I-25: Design Build Segment 7 and 8</b> SH402 - SH14	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal (freight) Federal	FR8 TIGER - Transpo. Invest. Gen. Econ. Recov.	- -	15,000 15,000	- -	15,000 -	- -	30,000 15,000	- -	- -
State Transportation Commission Contingency							5,000	23,000	60,000	22,000	-	105,000	-	-
State (Transit) Transit and Rail Statewide Grants (FASTER)							-	5,000	-	-	-	5,000	-	-
State (RoadX) Intelligent Transportation Systems - Road X							-	2,000	-	-	-	2,000	-	-
Federal (RAMP HPTE) Nat. Hwy Performance Program							3,869	-	-	-	-	-	-	-
State (RAMP HPTE) Nat. Hwy Performance Program							6,525	-	-	-	-	-	-	-
Local Private							-	-	18,000	32,000	-	50,000	-	-
Local Local							5,000	5,000	5,000	10,000	-	20,000	-	-
Regional Priority Program Regional Priority Program							-	-	-	-	3,000	3,000	-	-
Surface Treatment STP - Surface Transportation Program							-	-	-	-	8,280	8,280	-	-
Surface Treatment State Highway Fund - HUTF Dollars							-	-	-	-	1,720	1,720	-	-
Total							20,394	65,000	65,000	65,000	45,000	240,000	-	-
Project Description:		XXX												

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

SR46606	P-7	<b>Region 4 FASTER Safety Pool</b> Funding amounts allocated for the North Front Range Region	CDOT Region 4	FASTER Safety	State Total	XXX	27,733 27,733	14,043 14,043	14,139 14,139	#REF! #REF!	#REF! #REF!	#REF! #REF!	- -	- -
Pool Projects:														
SR46606.060		SH402 at CR 9E				Project Description: Intersection Improvement								
SR46606.062		SH263: Safety Improvements				Project Description: Safety Improvement								

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX  
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Statewide or CDOT Region 4 Pool  
North Front Range Pool

Project Programmed/Budgeted in Pool  
Project Funds Rolled Forward

Dollars Listed in Thousands  
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
SR46606.073		<b>I-25A: Median Cable N/O Ft Collins</b>												
Project Description: Safety Improvement														
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SST8000.	P-8	<b>Region 4 State Bridge Enterprise Pool</b>	CDOT	FASTER Bridge	State	FASTER	-	11,951	-	-	-	11,951	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		Total		-	11,951	-	-	-	11,951	-	-
Pool Projects:														
SST8000.090	-	<b>I-25 @ Vine Drive Bridge Replacement (SST8000.090)</b>	XXX											
SST8000.TBD	-	<b>Prospect Road over I-25</b>	XXX											
Project Description: XXX														
Pool Description: Summary of CDOT Region 4 State Bridge Enterprise Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SR46606.40	P-9	<b>Region 4 FASTER Safety Signal Pool</b>	CDOT	FASTER Safety Signal	State	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 FASTER Safety Signal Pool Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

**Regional Priority Program (RPP) - North Front Range Listings**

SR46600.016	P-10	<b>R-4 RPP</b>	CDOT	XXX	Federal	Regional Priority Program	22,680	11,340	11,340	-	-	22,680	-	-
		Total funding allocated for NFRMPO, DRCOG, UFR, and Eastern TPR	Region 4		Total		22,680	11,340	11,340	-	-	22,680	-	-
Pool Description: Summary of CDOT Region 4 Regional Priority Program (RPP) Project Programming. Total funding amounts allocated for North Front Range, Denver Regional Council of Government, Upper Front Range, and Eastern Transportation Planning Region														

SSP4428.001	2016-036	<b>NFR I-25: Post EIS Design &amp; ROW</b>	CDOT	Highway Added Capacity	Federal	STP-Surface Transportation Program	3,631	2,937	2,179	-	-	5,116	-	-
			Region 4	Modify & Reconstruct	State	State Highway Fund - HUTF Dollars	1,179	291	215	-	-	506	-	-
					Total		4,810	3,228	2,394	-	-	5,622	-	-
Project Description: XXX														

**Non-Regionally Significant Regional Priority Program (RPP)**

SR46600	P-11	<b>Non-Regionally Significant Regional Priority Program Pool</b>	CDOT	Safety and	Federal	STP - Surface Transportation Program	-	-	700	-	-	700	-	-
		Funding amounts allocated for the North Front Range Region	Region 4	Bridge Replacement	State	State Highway Fund - HUTF Funds	300	-	250	-	-	250	-	-
			Various Below		Local	Local	-	-	1,500	-	-	1,500	-	-
					Total		300	-	2,450	-	-	2,450	-	-
Pool Projects:														
SR46600.054	-	<b>Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)</b>	XXX											
SR46600.058	-	<b>US34 Bypass Signal at 83rd Ave</b>	XXX											
SR46600.059	-	<b>US85: Signal at WCR 76 N. of Eaton</b>	XXX											
SR46600.060	-	<b>R4 SH60 Over the South Platte River</b>	XXX											
Project Description: XXX														
Pool Description: Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming. CDOT RPP Non-Regionally Significant Pool project located in North Front Range.														

**Congestion Relief**

SR46603	P-12	<b>Region 4 Congestion Relief Pool</b>	CDOT		Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Congestion Relief Pool Programming														

**Surface Treatment**

SR45218	P-13	<b>Region 4 Surface Treatment</b>	CDOT	Surface Treatment	Federal	STP - Surface Transportation Program	116,658	61,098	59,630	-	-	120,728	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		Total		116,658	61,098	59,630	-	-	120,728	-	-
Pool Projects:														
SR45218.114		<b>SH60: I-25 to Milliken</b>	CDOT Region 4											
SR45218.173		<b>SH14 Ft Collins East</b>	CDOT Region 4											
SR45218.179		<b>US34: US85 east to US34A</b>	CDOT Region 4											
SR45218.182		<b>US287 Berthoud Bypass Repair</b>	CDOT Region 4											
SSP4428.005		<b>I-25: S/O SH56 Climbing Lanes</b>	CDOT Region 4											
SR45218.174		<b>US85L: O St to Ault</b>	CDOT Region 4											
SR45218.187		<b>SH263: US 85 to Greeley Airport</b>	CDOT Region 4											
SR46600.054		<b>Fort Collins CBC Underpass (College Ave S/o Foothills Parkway)</b>	CDOT Region 4											
Project Description: Surface Treatment														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
North Front Range Transportation & Air Quality Planning Council

Adopted by NFRT&AQ Planning Council on XX, XXX, XXXX  
Initial TIP Table Draft 2/16/2017

Indicates Last Amendment or Modification  
Indicates Amendment or Modification Since Last Version

Statewide or CDOT Region 4 Pool  
North Front Range Pool

Project Programmed/Budgeted in Pool  
Project Funds Rolled Forward

Dollars Listed in Thousands  
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
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Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming

**CDOT Region 4 Transportation Alternatives (TA)**

SR47020	P-14	<b>CDOT Region 4 Transportation Alternatives Program Pool</b> Funding amounts allocated for the North Front Range Region	CDOT Region 4 Various Below	Bike/Ped Facility	Federal Local Total	STP - Enhancement Activities Local	3,306 1,203 4,509	1,110 278 1,388	393 143 536	1,340 2,273 3,613	- - -	<b>2,843</b> <b>2,694</b> <b>5,537</b>	- - -	- - -
Pool Projects:														
SR47020.025	-	<b>US287 Gap Project - Bike/Ped Improvements</b>	Larimer County			Project Description: US287: Larimer Weld Canal to SH1								
SR47020.026	-	<b>Power Trail Grade Separation at Harmony Rd</b>	Fort Collins			Project Description: Harmony Rd west of Timberline								
SR47020.027	-	<b>Poudre Trail Flood Damage</b>	Weld County			Project Description: Windsor to Greeley								
SR47020.028	-	<b>Namaqua Ave Trail Underpass</b>	Loveland			Project Description: Namaqua Ave South of US34								
SR47020.029	-	<b>West Alice &amp; Inez Blvd Ped Improvements</b>	Milliken			Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Ave, Inez Blvd: Alice Ave & CR25								
Pool Description:		Summary of CDOT Region 4 Transportation Alternatives (TA) Project Programming												

**NFRMPO Transportation Alternatives (TA)**

N/A	P-1	<b>NFR Transportation Alternatives (TA) Program Pool</b> Funding amounts allocated for the North Front Range Region	NFRMPO	Transportation Alternatives	Federal Local Total	Transportation Alternatives Program - NFR Local	755 127 882	250 63 313	250 63 313	250 50 300	308 152 460	<b>1,058</b> <b>327</b> <b>1,385</b>	0 0 0	0 0 0
Pool Description:		Summary of NFRMPO Transportation Alternatives (TA) Program Project Programming												

SNF5095.002	2017-001	<b>Great Western Trail</b>	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Total	Transportation Alternatives Program - NFR Local	50 13 63	250 63 313	250 63 313	- - -	- - -	<b>500</b> <b>125</b> <b>625</b>	- - -	- - -
Project Description:		Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.												

New	2020-014	<b>Little Thompson River Corridor Trail – Phase 1a</b>	Johnstown	Bike/Ped Facility	Federal Local Total	Transportation Alternatives Program - NFR Local	- - -	- - -	- - -	250 50 300	- - -	<b>250</b> <b>50</b> <b>300</b>	- - -	- - -
Project Description:		Project constructs 5,000 linear feet of crusher fines trail and is 8' in width. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.												

New	2021-001	<b>North LCR 17 Expansion</b>	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal Local Local Overmatch Total	Transportation Alternatives Program - NFR Local Local Overmatch	- - - -	- - - -	- - - -	- - - -	308 152 630 1,090	<b>308</b> <b>152</b> <b>630</b> <b>1,090</b>	- - - -	- - - -
Project Description:		Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.												



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Statewide or CDOT Region 4 Pool  
North Front Range Pool

Project Programmed/Budgeted in Pool  
Project Funds Rolled Forward

Dollars Listed in Thousands  
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>														
N/A	P-2	<b>Congestion Mitigation &amp; Air Quality (CMAQ) Improvements Program Pool</b>	NFRMPO		Federal	Congestion Mitigation Air Quality	7,114	3,047	3,046	6,159	2,120	14,372	0	0
					Local	Local	1,362	634	633	1,232	424	2,923	0	0
					Total		8,476	3,681	3,679	7,391	2,545	17,295	0	0
Pool Description: Summary of NFRMPO Congestion Mitigation & Air Quality (CMAQ) Improvements Project Programming														
SST7007.010	2016-004	<b>GET CNG Bus Replacement</b>	Greeley	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	937	779	1,558	-	-	2,337	-	-
					Local	Local	195	162	324	-	-	486	-	-
					Total		1,132	941	1,882	-	-	2,823	-	-
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.														
SST7007.005	2016-005	<b>Transfort CNG Bus Replacement</b>	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	2,210	793	-	-	-	793	-	-
					Local	Local	460	165	-	-	-	165	-	-
					Total		2,670	958	-	-	-	958	-	-
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles.														
SST7007.009	2018-001	<b>COLT CNG Bus Replacement</b>	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	363	363	-	-	726	-	-
					Local	Local	-	75	75	-	-	151	-	-
					Total		-	438	438	-	-	877	-	-
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
SST7007.009	2016-006	<b>Weld County CNG Vehicles &amp; Expansion</b>	Weld County	Vehicle Purchase	Federal	Congestion Mitigation Air Quality	3,082	888	901	-	-	1,789	-	-
					Local	Local	640	185	187	-	-	372	-	-
					Total		3,722	1,073	1,088	-	-	2,161	-	-
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.														
SST7007.009	2017-002	<b>Loveland CNG Vehicle Replacement</b>	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	128	128	128	-	-	256	-	-
					Local	Local	27	27	27	-	-	53	-	-
					Total		155	155	155	-	-	309	-	-
Project Description: Replace and add additional buses to City of Loveland Transit (COLT). Buses will be either new clean diesel or new compressed natural gas.														
SST7007.009	2016-007	<b>Larimer County CNG Vehicle Replacement</b>	Larimer County	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	192	96	96	-	-	192	-	-
					Local	Local	40	20	20	-	-	40	-	-
					Total		232	116	116	-	-	232	-	-
Project Description: Purchase of compressed natural gas vehicles.														
New	2020-001	<b>Transfort CNG Buses</b>	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	950	950	1,900	-	-
					Local	Local	-	-	-	190	190	380	-	-
					Total		-	-	-	1,140	1,140	2,280	-	-
Project Description: Transfort will replace 4 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
New	2020-002	<b>GET Diesel Bus Replacement</b>	Greeley	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	757	757	1,513	-	-
					Local	Local	-	-	-	151	151	303	-	-
					Total		-	-	-	908	908	1,816	-	-
Project Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.														
New	2020-003	<b>Central System and Controller Replacement</b>	Greeley	ITS Traffic Controls	Federal	Congestion Mitigation Air Quality	-	-	-	431	-	431	-	-
					Local	Local	-	-	-	86	-	86	-	-
					Total		-	-	-	517	-	517	-	-
Project Description: Replace the central system software, firmware, and controllers for the current 116 traffic signal system in Greeley.														
New	2020-004	<b>CNG Fast Fill Stations</b>	Larimer County	Operations	Federal	Congestion Mitigation Air Quality	-	-	-	414	414	828	-	-
					Local	Local	-	-	-	83	83	166	-	-
					Local Overmatch	Local Overmatch	-	-	-	104	104	207	-	-
					Total		-	-	-	600	600	1,200	-	-
Project Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.														

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Project Funds Rolled Forward

Dollars Listed in Thousands  
Dollars Only in STIP

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-005	<b>Traffic Signal Progression Improvements—US 34</b>	Loveland	ITS Traffic Controls	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	640 128 768	- - -	<b>640</b> <b>128</b> <b>768</b>	- - -	- - -
Project Description: US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.														
New	2020-006	<b>COLT Diesel Bus Replacement</b>	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	384 77 461	- - -	<b>384</b> <b>77</b> <b>461</b>	- - -	- - -
Project Description: Replace existing buses within City of Loveland Transit (COLT) fleet. Buses will be clean diesel or CNG.														
New	2020-007	<b>Loveland Diesel Fleet Replacement</b>	Loveland	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	384 77 461	- - -	<b>384</b> <b>77</b> <b>461</b>	- - -	- - -
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.														
New	2020-008	<b>Weld County CNG Vehicles</b>	Weld County	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	- - -	2,200 440 2,640	- - -	<b>2,200</b> <b>440</b> <b>2,640</b>	- - -	- - -
Project Description: Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.														
<b>Surface Transportation Block Grant (STBG)</b>														
N/A	P-3	<b>Surface Transportation Block Grant (STBG) Program Pool</b>	NFRMPO	STBG	Federal Local Total	STP-Metro Local	768 27 795	3,294 477 3,771	3,294 685 3,979	6,394 1,279 7,673	452 90 542	<b>13,434</b> <b>2,531</b> <b>15,965</b>	0 0 0	0 0 0
Pool Description: Summary of NFRMPO Surface Transportation Block Grant (STBG) Project Programming														
SSP4428.004	2017-003	<b>I-25 / Crossroads</b>	CDOT Region 4	Bridge Reconstruct	Federal Total	STP-Metro	1,000 1,000	1,000 1,000	- -	- -	- -	<b>1,000</b> <b>1,000</b>	- -	- -
Project Description: Reconstruct two bridges over Crossroads Boulevard to accommodate a 64-foot wide cross section in each direction, allowing for the future managed lane. Widen Crossroads Boulevard to accommodate an additional travel lane in each direction.														
SNF5788.039	2017-004	<b>Horsetooth and College Intersection Improvements</b>	Fort Collins	Intersection Improvements	Federal Local Total	STP-Metro Local	1,253 260 1,513	1,115 232 1,347	- - -	- - -	- - -	<b>1,115</b> <b>232</b> <b>1,347</b>	- - -	- - -
Project Description: Project will install dual left turn lanes for northbound and southbound traffic. Traffic signal improvements, restriping, and road widening will be included as necessary to complete this project.														
SNF5788.040	2018-002	<b>US 34 Widening</b>	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Total	STP-Metro Local	- - -	647 134 781	462 96 558	- - -	- - -	<b>1,109</b> <b>231</b> <b>1,340</b>	- - -	- - -
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.														
SNF57020.017	2018-003	<b>LCR 17 Expansion</b>	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local Total	STP-Metro Local	- - -	532 111 643	1,334 277 1,611	- - -	- - -	<b>1,866</b> <b>388</b> <b>2,254</b>	- - -	- - -
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
SNF5788.042	2019-001	<b>10th Street Access Control Implementation</b>	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local Total	STP-Metro Local	1,498 311 1,809	- - -	1,498 311 1,809	- - -	- - -	<b>1,498</b> <b>311</b> <b>1,809</b>	- - -	- - -
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.														

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STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
New	2020-009	<b>37th Street Overlay</b>	Evans	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	982	-	982	-	-
					Local	Local	-	-	-	196	-	196	-	-
					Total		-	-	-	1,179	-	1,179	-	-
Project Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.														

New	2020-010	<b>Timberline Road Corridor Improvements</b>	Fort Collins	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	2,100	-	2,100	-	-
					Local	Local	-	-	-	420	-	420	-	-
					Total		-	-	-	2,521	-	2,521	-	-
Project Description: Build Timberline to City's 4-lane arterial standards (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).														

New	2020-011	<b>O Street Widening - 11th Avenue to WCR 37</b>	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	1,329	-	1,329	-	-
					Local	Local	-	-	-	266	-	266	-	-
					Total		-	-	-	1,595	-	1,595	-	-
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the wCR-37/O Street intersection, bike lanes, and pedestrian ways.														

New	2021-001	<b>North LCR 17 Expansion</b>	Larimer County	Modify & Reconstruct Bike/Ped Facility	Federal	Surface Transportation Block Grant	-	-	-	-	452	452	-	-
					Local	Local	-	-	-	-	90	90	-	-
					Local Overmatch	Local Overmatch	-	-	-	-	692	692	-	-
					Total		-	-	-	-	1,234	1,234	-	-
Project Description: Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.														

New	2020-012	<b>US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25</b>	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	-	983	-	983	-	-
					Local	Local	-	-	-	197	-	197	-	-
					Total		-	-	-	1,179	-	1,179	-	-
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.														

New	2020-013	<b>Intersection Improvements at SH 257 &amp; Eastman Park Dr.</b>	Windsor	Intersection Improvements	Federal	Surface Transportation Block Grant	-	-	-	1,000	-	1,000	-	-
					Local	Local	-	-	-	200	-	200	-	-
					Local Overmatch	Local Overmatch	-	-	-	347	-	347	-	-
					Total		-	-	-	1,547	-	1,547	-	-
Project Description: Project moves the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.														

**Safety**

SR46667	P-16	<b>Region 4 Hotspots</b>	CDOT	Safety	Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		State	XXX	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Hotspots Project Programming														

SR46668	P-17	<b>Region 4 Traffic Signals</b>	CDOT	Safety	Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		State	XXX	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Traffic Signals Project Programming														

SR46669	P-18	<b>Region 4 Safety Enhancement</b>	CDOT	Safety	Federal	XXX	-	-	-	-	-	-	-	-
		Funding amounts allocated for the North Front Range Region	Region 4		State	XXX	-	-	-	-	-	-	-	-
					Total		-	-	-	-	-	-	-	-
Pool Description: Summary of CDOT Region 4 Safety Enhancement Project Programming														

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SR46813	P-19	<b>Region 4 Maintenance (Traffic Operations)</b> Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal State Total	XXX XXX	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of CDOT Region 4 Maintenance (Traffic Operations) Project Programming														

SR46666	P-20	<b>Region 4 Hazard Elimination Pool</b> Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal Local Total	XXX Local	3,630 750 4,380	2,420 500 2,920	300 - 300	- - -	- - -	2,720 500 3,220	- - -	- - -
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming														

**Railroad At-Grade**

SR47000	P-21	<b>CDOT Region 4 Railroad Crossing Pool</b> Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal Local Total	XXX Local	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of CDOT Region 4 Railroad Crossing Pool Programming														

**Grants: Safe Routes to Schools**

**TRANSIT**

**Strategic Transit Projects**

XXX	P-22	<b>NFRMPO Strategic Transit Projects</b>	CDOT Region 4		Federal State Total	XXX XXX	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pool Description: Summary of NFRMPO Strategic Transit Project Programming														

\*This section will contain all required listings regarding FTA 5304: Statewide Planning Program, FTA 5307: Urbanized Area Formula Program, FTA 5309: Capital Investment Program, FTA 5310: Transportation for Elderly Persons & Persons with Disabilities, FTA 5311 Rural & Small Urban Areas, FTA 5339 Bus and Bus Facilities Program, and FASTER Transit funds when they become available.

**LOCAL**

**RAMP PROJECTS**

**EMERGENCY RELIEF / TCC CONTINGENCY**

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

## APPENDIX A: AIR QUALITY CONFORMITY FINDING



**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 2<sup>nd</sup> day of February, 2017.

  
 \_\_\_\_\_  
 Kevin Ross, Chair

ATTEST:  
  
 \_\_\_\_\_  
 Terri Blackmore, Executive Director



**COLORADO**  
**Air Quality Control Commission**  
Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

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

December 15, 2016

The Colorado Air Quality Control Commission (AQCC) has reviewed your agency's conformity determinations for its Regional Transportation Plan and FY2018-2021 Transportation Improvement Program (TIP). The AQCC agrees that the North Front Range Metropolitan Planning Organization's (NFRMPO) 2040 Fiscally Constrained Regional Transportation Plan Amendment, FY 2018-2021 TIP, the Upper Front Range's (UFR) 2040 Regional Transportation Plan, and the NFRMPO portion of the Colorado FY 2017-2020 Statewide Transportation Improvement Program (STIP), as of December 15, 2016, conform to the State Implementation Plan (SIP) and emissions budgets for ozone precursors and carbon monoxide.

The North Front Range Metropolitan Planning Organization's and the Air Pollution Control Division's analyses indicate that emissions budgets for these pollutants will not be exceeded in any of the project or plan horizon years. Therefore, the AQCC concurs with this conformity determination.

Should you have any questions regarding the AQCC's action, please contact Paul Lee at the APCD, at 303-692-3127 or at [paul.lee@state.co.us](mailto:paul.lee@state.co.us).

Sincerely,

John Clouse, Chair  
Air Quality Control Commission

Cc: Tim Russ, U.S. EPA, Region 8  
Bill Haas, FHWA  
Steve Cook, DRCOG  
Rose Waldman, CDOT  
Paul Lee, APCD



APPENDIX B: CERTIFICATION OF PLANNING PROCESS

(to be provided)

APPENDIX C: CDOT CONCURRENCE AND STATE APPROVAL

(to be provided)

APPENDIX D: FHWA CONFORMITY DETERMINATION

(to be provided)

APPENDIX E: RESOLUTION OF ADOPTION

(to be provided)



ACTION ITEM: MPACT Letter to Legislature



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (VanGo)  
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Commissioner Tom Donnelly- Vice Chair  
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#### ***MPO Staff***

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

## Memorandum

To: NFRMPO Planning Council  
From: Terri Blackmore  
Date: March 2, 2017  
Re: MPACT letters to the Legislature

### Background

MPACT is a group of interested stakeholders supporting additional transportation funding for the State of Colorado. They support bonding, but understand that new revenues must be available to pay off the bonds. They also understand that new funds must make improvements to the local system, mobility infrastructure and services (MIS), and the State highway and bridge system as well. They also support maximum local flexibility for local funds and for the MIS funds.

They have held many discussions on the definition of MIS and have determined it includes paved shoulders in rural areas, senior transportation in the rural/urban areas, mountain transit service, and non-motorized/transit infrastructure.

MPACT has developed a letter that is attached to educate the legislature and request that they refer a ballot measure. A second letter (to be distributed as soon as received) will make a recommendation on the split of the new funds.

In addition, they plan to have a day with the legislators on a Monday or Friday to ask for their action on transportation funding.

### Action

Please review the attached letter and the one to be distributed and be prepared to discuss whether the NFRMPO wants to support their effort for more funding for transportation.

**ACTION REQUIRED:**

**We were asked by the attendees at the MPACT64 meeting yesterday to draft this letter to the Colorado General Assembly that explains the areas of consensus that have emerged from our discussions to date.**

**If you DO NOT want your organization to be on the "participant list" for any reason, please reply by the close of business Tuesday and we will remove your name before it is sent to the legislature.**

**We were also asked to draft a second letter that proposes a target allocation for mobility infrastructure and services (MIS). We will circulate that letter Tuesday or Wednesday of next week.**

**Thanks again to all who have participated to date - we are encouraged by the progress we are making and optimistic about our chances of finding a solution that we can all get behind!**

Members of the Colorado General Assembly:

MPACT64 applauds the commitment of leadership in both chambers to solve Colorado's transportation funding crisis.

**MPACT64** is a broad statewide coalition that is united by a common interest in developing a new revenue stream to address unmet transportation needs. MPACT64 members include business coalitions, local governments, and mobility service providers representing all **64 counties**. We understand the diverse transportation challenges facing communities throughout Colorado and believe that we need funding with the **flexibility** to address our **diverse** communities and evolving transportation needs.

We have developed a consensus around several key areas that we believe are critical to developing a referred measure. We are united in our belief that our problems can only be solved with **new revenue** and we are committed to working together toward a **November 2017** ballot issue. We will support a **sales tax** of at least .6% in order to raise at least **\$750,000,000.00** per year average over the life of the tax. Please understand that tying up a significant amount of sales tax capacity is painful for Colorado's 269 municipalities. Nonetheless, the need for transportation investment is so great throughout Colorado that local governments understand that they must be a part of the solution. MPACT64 also support a timeframe that allows us to **bond** and deliver transportation improvements quickly. We think that **accountability** is very important and support CDOT providing a **project list** with completion dates that demonstrate value to voters statewide. We also think that a winning proposal must have both **flexibility** at the local level and statewide projects that benefit residents by addressing **congestion, safety, mobility and our dreaded potholes**.

It is also important to underscore our consensus around the need to invest in a range of options that serve all of our residents, including but not limited to:

- **Vans and Shuttles**, like the Fowler Senior Center Van, that connects senior and disabled residents with services;

- **Private and non-profit transit providers** like Veterans Transit in the San Luis Valley;
- **Mountain bus services** like the ECOTransit in Eagle County that connect residents with jobs and recreation;
- **Intercity services** such as the Gunnison Valley RTA that provides service between Gunnison and Crested Butte;
- **Transit systems** that serve and connect our urban areas such as the **Greeley Evans Transit** service that provides trips for students, elderly, people with disabilities and those without access to cars;
- **Safe routes to school** for our children that promote independence;
- **Shoulders, complete streets, bike paths and trails** that make it safer and more convenient to bike and walk in both urban and rural areas; and
- **Technological investments and first and last mile connections** that maximize existing infrastructure investments.

We strongly believe that the above **mobility infrastructure and services** are an incredibly important part of any statewide solution and would welcome a dialogue about the value they bring to our communities.

Thank you for exercising leadership on this issue. We understand that a referred measure is just the first step. We stand ready to take a comprehensive transportation funding solution across the state to the people of Colorado and help to educate them on the importance of new investment to sustain our economy and enhance our quality of life.

### MPACT64 Participants

ACEC Colorado	CoPIRG
Action 22	CRL Associates
Bicycle Colorado	Denver Metro Chamber
Blueprint Strategies	Denver Regional Council of Governments
Boulder County	Icenogle Seaver Pogue
Capitol Solutions	Jacobs
Colorado Association of Transit Agencies	LiveWell Colorado
Colorado Association of Ski Towns	Metro Mayors Caucus
Colorado Counties Inc.	Mobility Choice Blueprint
Colorado Department of Transportation	Move Colorado
City of Arvada	North Front Range MPO
City of Aurora	Office of the Governor
City of Brighton	Ports to Plains
City of Centennial	Pikes Peak Area Council of Governments
City of Denver	Progressive 15
City of Lakewood	Regional Transportation District
City of Lone Tree	Southwest Energy Efficiency Project
City of Westminster	Summit County
Clear Creek County	Teller County/PPACG
Club 20	Transit Alliance
Colorado Municipal League	
Colorado Contractors Association	

ACTION ITEM: Western Regional Alliance (WRA) Membership



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (VanGo)  
FAX: (970) 416-2406  
[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

#### **MPO Planning Council**

*Mayor Kevin Ross- Chair  
Town of Eaton  
Commissioner Tom Donnelly- Vice Chair  
Larimer County  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Mayor Pro-Tem Gerry Horak- Past Chair  
City of Fort Collins, Transfort  
Town of Garden City  
Robb Casseday  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
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  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance and Operations Manager*

## Memorandum

To: NFRMPO Planning Council  
From: Terri Blackmore  
Date: March 2, 2017  
Re: Western Regional Alliance

### Background

The Western Regional Alliance (WRA) is an association of MPOs and transit agencies in the Intermountain West that work together to address policy issues facing the western states. They requested the NFRMPO join them to strengthen the cases for western issues.

The Policy Issues that they plan to address include:

- Rightsizing federal transportation funding for western states and localities
- Advocating for fairness in federal air quality standards
- Promoting economic development
- Sharing metropolitan data and best practices between and among WRA members

The Planning Council referred the membership to the Finance Committee for their recommendation. The Finance Committee recommended joining WRA at their February 16 meeting.

### Action

Finance Committee recommends NFRMPO join the WRA at a annual cost of \$1,500, which will be prorated this year.

ACTION ITEM: Updated Title VI



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Administrative Director  
Crystal Hedberg  
Finance and Operations Manager*

## Memorandum

To: NFRMPO Planning Council  
From: Medora Kealy  
Date: March 3, 2017  
Re: Updated Title VI Report

### Background

The Planning Council approved the FY2016 NFRMPO Title VI Report, also known as the Title VI Program, on May 5, 2016. The NFRMPO Title VI Program received concurrence from the Federal Transit Administration (FTA) on May 18, 2016 for the triennial period of April 1, 2016 to May 21, 2019.

On December 1, 2016, the Colorado Department of Transportation (CDOT) notified the NFRMPO of **CDOT's responsibility to oversee the NFRMPO's** compliance with Title VI Program requirements established by the Federal Highway Administration (FHWA) due to the NFRMPO's **status as** a subrecipient of FHWA funds. CDOT reviewed the FY2016 Title VI Report and determined several FHWA-specific Title VI Program requirements were not met. To address these requirements, the FY2016 NFRMPO Title VI Report has been updated with the following:

- Non-**Discrimination Policy Statement signed by the agency's top official**
- Strategies for ensuring non-discrimination in primary program areas
- Procedures for identifying potential discrimination
- Procedures for collection of statistical data of program beneficiaries

**In addition, the Title VI Coordinator was updated from the VanGo™ Customer Service and Billing Specialist to the Regional Transportation Planning Director due to staff changes.**

The adoption of the update will allow the NFRMPO to remain compliant with federal and state requirements. The updated Title VI Report without Appendices is attached. No revisions were made to the Appendices other than updating the Title VI Coordinator. The updated Title VI Report with Appendices is available at: <http://nfrmpo.org/files/updated-titlevi-report-draft.pdf>

### Action

Staff requests the Planning Council approve the Updated NFRMPO Title VI Report to remain compliant with FHWA and CDOT requirements.





**RESOLUTION NO. 2017-07  
OF THE NORTH FRONT RANGE TRANSPORTATION  
AND AIR QUALITY PLANNING COUNCIL  
ADOPTING THE UPDATED TITLE VI REPORT**

**WHEREAS**, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), is the Metropolitan Planning Organization for the North Front Range of Colorado and receives both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the work programs of the agency, and

**WHEREAS**, Title VI of the Civil Rights Act of 1964 Prohibits discrimination on the basis of color, race, national origin, or sex in programs and activities receiving federal financial assistance; and

**WHEREAS**, the NFRMPO commits to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL100.259), be excluded from participation in, denied benefits of, or be otherwise subjected to discrimination under any NFRMPO program or activity regardless of the funding source; and

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council approves the Updated Title VI Report that satisfies Title VI and attendant federal requirements. The Regional Transportation Planning Director will serve as the Title VI Coordinator.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of March 2017.

\_\_\_\_\_  
Kevin Ross, Chair

ATTEST:

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

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# Title VI Report for the Federal Transit Administration

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March 2016

Revised February 2017

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## I. INTRODUCTION

### Environmental Justice Activity

Title VI of the Civil Rights Act of 1964 requires outreach to underserved groups and “no person in the United States shall, on the ground of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” A further 1994 Presidential directive dictates that “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Environmental Justice Activity is addressed in the North Front Range MPO’s Regional Transportation Plan (RTP); the full 2040 RTP is available online at <http://nfrmpo.org/rtp/> and *Chapter 3: Socio-economic Profile* (Appendix D) provides environmental justice information such as demographic, public outreach, and benefits and burdens analyses.

### Executive Order 12898

*Groups impacted: low-income and minority populations, which may include sub-groups of elderly and disabled.*

The North Front Range Metropolitan Planning Organization (NFRMPO) will consider environmental justice through planning activity according to Federal legislation noted above. Furthermore, in order to involve and assist the under-represented and underserved, the NFRMPO will adhere to the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and subsequent guidance from Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America’s Surface Transit Act (FAST Act), as it is developed within the transportation planning process. A revised Public Involvement Plan was adopted by the NFRMPO Planning Council on November 5, 2015, and a copy of this document is attached as Appendix B.

The NFRMPO will make every effort to hold public meetings in facilities that are Americans with Disabilities Act (ADA) compliant, and arrange for reasonable accessibility and accommodation to person with disabilities. Further, to provide equally effective communication, upon request the NFRMPO will make due preparation, when appropriate, for a person or persons requiring assistance, such as the hearing or visually impaired.

The NFRMPO will assist persons with limited English proficiency to participate in the transportation planning process. Upon request, staff will make every effort to provide translators and document translation where feasible. The NFRMPO employs the interpretation and translation services of Paez Translations, located in Fort Collins, Colorado, as needed to best serve the Spanish-speaking community. Elderly person or non-vehicle households who are unable to attend meetings may request information from the NFRMPO office and have the requested materials delivered to their residence. NFRMPO staff, coordinating availability, is willing to speak with groups in an effort to eliminate participation barriers and involve citizens in the transportation planning process.

## II. ASSURANCES

### General Assurance

The North Front Range Transportation and Air Quality Planning Council (doing business as the North Front Range Metropolitan Planning Organization) HEREBY AGREES THAT, as a condition to receiving Federal financial assistance it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252 42 U.S.C. 2000d-42 U.S.C. 200d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1954 (hereinafter referred to as the Regulations) and other pertinent directives, that no person in the United States shall, on the grounds of race, color, national origin, gender, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by the subsection 21.7 (a) (1) of the Regulations, a copy of which is attached in Appendix A.

### Specific Assurances

#### Federal-aid Highway Program Assurance

More specifically and without limiting the above general assurance, the North Front Range Metropolitan Planning Organization hereby gives the following specific assurances with its Federal-aid Highway Program.

1. That agrees that each “program” and each “facility” as defined in subsection 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. The North Front Range Metropolitan Planning Organization requires that all contractors sign and agree to a professional services contract (see Appendix E) which explicitly outlines Title VI requirements and regulations.
3. That where the North Front Range Metropolitan Planning Organization receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection within.
4. That where the North Front Range Metropolitan Planning Organization receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to right to space on, over, or under such property.
5. That this assurance obligates the North Front Range Metropolitan Planning Organization for the period during which Federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the North Front Range Metropolitan Planning Organization or any transferee for the longer of the following periods:
  - (a) The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for the another purpose involving the provision of similar services or benefits; or
  - (b) The period during which the North Front Range Metropolitan Planning retains ownership or possession of the property.

6. The North Front Range Metropolitan Planning shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he or she delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

7. North Front Range Metropolitan Planning agrees that the United States has right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

### **Federal Transit Administration Assurance**

The North Front Range Transportation and Air Quality Planning Council (doing business as the North Front Range Metropolitan Planning Organization) HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Federal Transit Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The North Front Range Metropolitan Planning Organization will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and in compliance with the Department of Transportation Title VI regulation, 49 CFR Part 21.9.
3. The North Front Range Metropolitan Planning Organization will make it known to the public that those person or person alleging discrimination on the basis of race, color , or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

### **Certification**

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the North Front Range Metropolitan Planning Organization by the Department of Transportation under the Federal-aid Highway Program/Federal Transit grant Program and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in the interest and other participants in these same Federal-aid programs. The person whose signature appears below is authorized to sign this assurance on behalf of the North Front Range Metropolitan Planning Organization.

DATED \_\_\_\_\_

North Front Range Metropolitan Planning Organization

By

\_\_\_\_\_

Terri Blackmore  
NFRMPO Executive Director

### III. NON-DISCRIMINATION POLICY STATEMENT

It is the NFRMPO's policy that no person shall on the grounds of race, color, national origin, sexual orientation, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of the NFRMPO.

- A. Examples of prohibited types of discrimination based on race, color, national origin, sexual orientation, sex, disability, or age include:
  - (1) Denial to an individual any service or benefit;
  - (2) Distinctions in the quality, quantity, or manner in which a benefit is provided;
  - (3) Segregation or separate treatment;
  - (4) Restriction in the enjoyment of any advantages, privileges, or other benefits provided;
  - (5) Discrimination in employment. The NFRMPO is an equal opportunity employer. It is the NFRMPO's policy to give all persons equal consideration in all aspects of its employment decisions without regard to sex, disability, race, national origin, veteran status, religion, age, sexual orientation, genetic information or any other legally protected status.
- B. Prohibited discrimination may be intentional or unintentional. Seemingly neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Instances where seemingly neutral acts may result in discrimination include:
  - (1) Using criteria or methods of administration that have the effect of subjecting persons to discrimination or have the purpose or effect of substantially reducing the likelihood that persons can benefit from the objectives of a program or activity with respect to persons;
  - (2) Using different standards or requirements for determining whether a person satisfies any admissions, enrollment, quota, eligibility, membership, or other requirement for any service or benefit; and
- C. Harassment and retaliation may also constitute discrimination. It is the NFRMPO's policy that all employees are entitled to work in an environment free of prohibited harassment as defined below. Prohibited harassment will not be tolerated.
  - (1) **Definitions.** The following definitions shall be governed by applicable law, which may change.
    - a. "Age harassment" means harassment because an individual is 40 years of age or older.
    - b. "Disability harassment" means harassment because of an individual's physical or mental impairment that substantially limits one or more of the individual's major life activities, because the individual has a record of such impairment, or because the individual is regarded as having such impairment. "Disability" does not include current use of illegal drugs, or impairment on the job due to alcohol or legal drugs.
    - c. "Gender harassment" means harassment because of an individual's male or female gender.

- d. "Marital or family status harassment" means harassment because an individual is a parent or non-parent, married, single, divorced, separated, or widowed.
- e. "National origin harassment" means harassment because of an individual's ancestor's place of origin; or because an individual has the physical, cultural, or linguistic characteristics (such as language, accent, or manner of speaking) of a national origin group. Examples of "national origin groups" include without limitation Hispanic (*i.e.*, persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin), Pacific Islander, Asian, Middle Eastern, and Southern European origin.
- f. "Prohibited harassment" means unwelcome conduct, including physical, verbal, or written conduct, that constitutes race/color harassment, national origin harassment, gender harassment, sexual harassment, sexual orientation harassment, religious harassment, disability harassment, age harassment, or marital/family status harassment, or that constitutes harassment based on other status under the equal employment opportunity laws, including without limitation protection against retaliation for activities such as opposing a practice made unlawful by an equal employment opportunity law or participation in an investigation or other proceeding under the equal employment opportunity laws, or association with a protected individual; and includes without limitation: slurs, jokes, degrading comments, degrading pictures, degrading symbols, or other written, verbal, or physical conduct, based on race/color, national origin, gender, sex, sexual orientation, religion, disability, age, or marital/family status, which has the purpose or effect of unreasonably interfering with an individual's work performance, creates an intimidating, hostile or offensive work environment, results in a tangible employment action, or is sufficiently severe or pervasive to alter the conditions of employment.
- g. "Race/color harassment" means harassment because of an individual's race or skin color. Examples of race include without limitation African American/Black, Caucasian/White, Asian/Pacific Islander, Hispanic, Latino, and Native American.
- h. "Religious harassment" means harassment because of an individual's traditional religious views or moral or ethical beliefs as to what is right and wrong, which beliefs are sincerely held with the strength of traditional religious views.
- i. "Sexual harassment" includes without limitation, requests for sexual favors, or other physical, verbal, or written conduct of a sexual nature, when submission to the conduct is made either explicitly or implicitly a term or condition of an individual's employment, submission to or rejection of the conduct by an individual is used as the basis for employment decisions affecting that individual, or submission to or rejection of the conduct by an individual otherwise results in a tangible employment action.
- j. "Sexual orientation harassment" means harassment because of an individual's sexual orientation.

(2) **Procedures for reporting prohibited harassment.**

- a. Any employee who believes that he or she is being subjected to prohibited harassment should inform the person responsible for the conduct that such conduct is unwelcome and plainly request that it stop immediately.



- b. The employee shall inform the NFRMPO of prohibited harassment by notifying his/her immediate supervisor, the Administrative Director or the Executive Director, as the employee chooses. The notification may be in the form chosen by the employee; the employee is encouraged to put the notification in writing. An employee may report directly to a member of the NFRMPO Executive Committee if the incident involves a harassment issue with the Executive Director.
  - c. No employee shall be subjected to reprisal or retaliation for making a notification of prohibited harassment. The employee should report immediately any incidents of reprisal, retaliation, or harassment which occurs as a result of making such a notification.
  - d. Upon notification, an investigation will be undertaken promptly. Disciplinary and/or corrective action will be taken by the appropriate supervisor when determined to be warranted pursuant to the investigation. The complaining employee will be notified of the results of the investigation.
  - e. To the extent possible, complaints and investigations will be handled in a confidential manner.
  - f. If it is determined that any employee's conduct constitutes prohibited harassment, the employee shall be subject to corrective and/or disciplinary action by the appropriate supervisor. That action may include verbal or written reprimand, suspension, or discharge as appropriate based on the findings of the investigation.
  - g. No employee shall make a false report of prohibited harassment.
- D. As part of this Policy Statement, the NFRMPO adheres to the following objectives, which shall not be interpreted in any way to limit the general policy stated previously:
- (1) ADA Accommodation - The NFRMPO will make reasonable accommodation under the Americans with Disabilities Act (ADA) for qualified individuals with disabilities, unless doing so would result in an undue hardship to the NFRMPO. This applies to all aspects of employment, including selection, job assignment, compensation, discipline, separation, and access to benefits and training.
  - (2) Access for Persons with Limited English Proficiency- Individuals who have a limited ability to read, write, speak, or understand English are considered limited English proficient ("LEP"). Language for LEP individuals can be a barrier to accessing important benefits or services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by the NFRMPO. Ignoring LEP populations may constitute discrimination on the basis of national origin. The NFRMPO shall seek to communicate with LEP populations and provide LEP individuals meaningful access to NFRMPO programs and activities.
  - (3) Principles of Environmental Justice (EJ) - NFRMPO will meaningfully engage all sectors of the public, including low-income and minority populations, potentially affected by NFRMPO policies and programs. To help ensure the fair distribution of the benefits and burdens associated with NFRMPO programs and activities, NFRMPO will be guided by the following EJ principles:
    - a. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;

- b. To ensure the full and fair participation by all potentially affected communities in the NFRMPO's decision-making process; and
  - c. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- (4) Fair Competition for Federally-Funded Contracts -A Disadvantaged Business Enterprise ("DBE") is a business that is owned and controlled by a socially and economically disadvantaged individual or individuals. The NFRMPO is covered under the Colorado Department of Transportation (CDOT) DBE program. In accordance with CDOT's DBE program, it is the NFRMPO's policy:
- a. To ensure nondiscrimination in the award and administration of DOT assisted contracts;
  - b. To create a level playing field on which DBEs can compete fairly for DOT assisted contracts;
  - c. To ensure that the DBE program is narrowly tailored in accordance with applicable law;
  - d. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
  - e. To help remove barriers to the participation of DBEs in DOT assisted contracts; and
  - f. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.

DATED \_\_\_\_\_

North Front Range Metropolitan Planning Organization

By

\_\_\_\_\_

Terri Blackmore

NFRMPO Executive Director

## IV. MPO ORGANIZATIONAL & PROGRAM ADMINISTRATION

### **a. General Organization**

The NFRMPO was established in 1988 with responsibility for transportation planning within the regional area generally encompassing Fort Collins, Loveland, Greeley, and the urbanized portions of Larimer and Weld Counties. Federal regulations require that an MPO be designated to carry out a comprehensive, continuing, and coordinated transportation planning process for urbanized areas with a population of 50,000 or more.

The North Font Range Metropolitan Planning Organization is a federally designated transportation planning organization and state-designated air quality planning agency. Federal transportation funding to a region's governments requires the organization of a metropolitan planning organization when an urbanizing area reaches a population of 50,000 or more residents. The NFRMPO is comprised of 15 member governments (Larimer County, Weld County, Fort Collins, Greeley,

Berthoud, Loveland, Windsor, Evans, Johnstown, Milliken, Eaton, Severance, LaSalle, Garden City and Timnath) covering 675 square miles working on behalf of approximately 400,000 northern Colorado residents.

The NFRMPO's objective is to provide the information, tools and public input needed for improving the regional transportation system's performance. The NFRMPO engages in cooperative decision-making through working relationship and financial partnerships among the member governments, the Colorado Transportation Commission, Colorado Department of Transportation (CDOT), Federal Highway Administration, Federal Transit Administration and the Colorado Air Quality Control Commission.

### **VanGo™ Vanpool Services**

The VanGo™ program, created by the City of Fort Collins in 1994, provides alternative commuter transportation to address the rapid population growth and the resulting burden on the region's transportation systems. The goal of the VanGo™ program is to serve the North Front Range area through the provision of quality and competitively priced vanpool services as an alternative to single occupant vehicle commuting for the purpose of reducing traffic congestion and air pollution, supporting the growth of new transit and enhancing labor access for businesses.

The VanGo™ program currently operates 60 routes with over 300 participants. The primary commuter-shed is the I-25 corridor between Fort Collins and Denver, with additional routes traveling the US 85 and US 287 corridors, respectively.

The VanGo™ program commuter service is open to the public; however participants must be 18 or older per CIRSA insurance requirements for commuter vans. In addition, participants must be 25 years or older, with a clean driving record, in order to become an approved driver.

### **Coordinated Public Transit/Human Services Transportation Plan**

Federal transportation legislation in 2005 mandated that "a plan be developed through a process that includes public and private sector representation along with nonprofit transportation and human services providers" to improve coordination of transportation services. The NFRMPO developed a plan for both Larimer and Weld counties to ensure a consistent and integrated approach across the region. The planning process included setting goals, identifying outcomes, developing strategies and building a family of transportation services. The two plans, which outline the goals and strategies of the mobility coordination program, are combined in one document.

The NFRMPO Coordinated Transit /Human Services Transportation Plan can be found by following the link to mobility coordination at <http://nfrmpo.org/mobility/>.

### **Mobility Coordination in Northern Colorado**

The North Front Range MPO Riders Guide was created in collaboration with the Larimer and Weld Mobility Committees. The Committees represent transit and human service agencies working toward the goal of ensuring that people who need transportation have access to the service they need for self-sufficiency and to live independently. To request a hard copy of the guide please call 970-416-2023 or download a copy at [2016 Rider's Guide](#) or [2012 Rider's Guide Española](#). For more Mobility Coordination resources, click here: [North Front Range Mobility Initiatives](#).

The information in this guide is intended to provide an overview of available public transportation services in the North Front Range area. For additional details of the services listed directly contact the provider using the listed phone numbers and website addresses.

## **b. NFRMPO Title VI Coordination and Administration**

Title VI compliance is ongoing and falls under the duties of NFRMPO staff, which includes, but is not limited to, activity such as reporting, data collection, and providing technical assistance to sub-recipients by supplying information (posters, guidelines, compliance requirements) and direct access to the MPO's Title VI coordinator.

Strategies to engage and include underserved populations (including individuals with Limited English Proficiency) in the transportation planning and grant awards processes are outlined in the NFRMPO's Public Involvement Plan which is included as Appendix B of this document.

## **V. NFRMPO MEMBERSHIP**

### **a. List of Member Communities**

The NFRMPO Planning Council is the forum for cooperative decision-making on transportation related matters. This 17 member council is comprised of principal elected officials from local member governments and representatives from the State Air Quality Control Division as well as the Colorado Department of Transportation (CDOT) – Transportation Commission. As of January 2013 the NFRMPO Planning Council is comprised of four females (25%) and twelve males (75%).

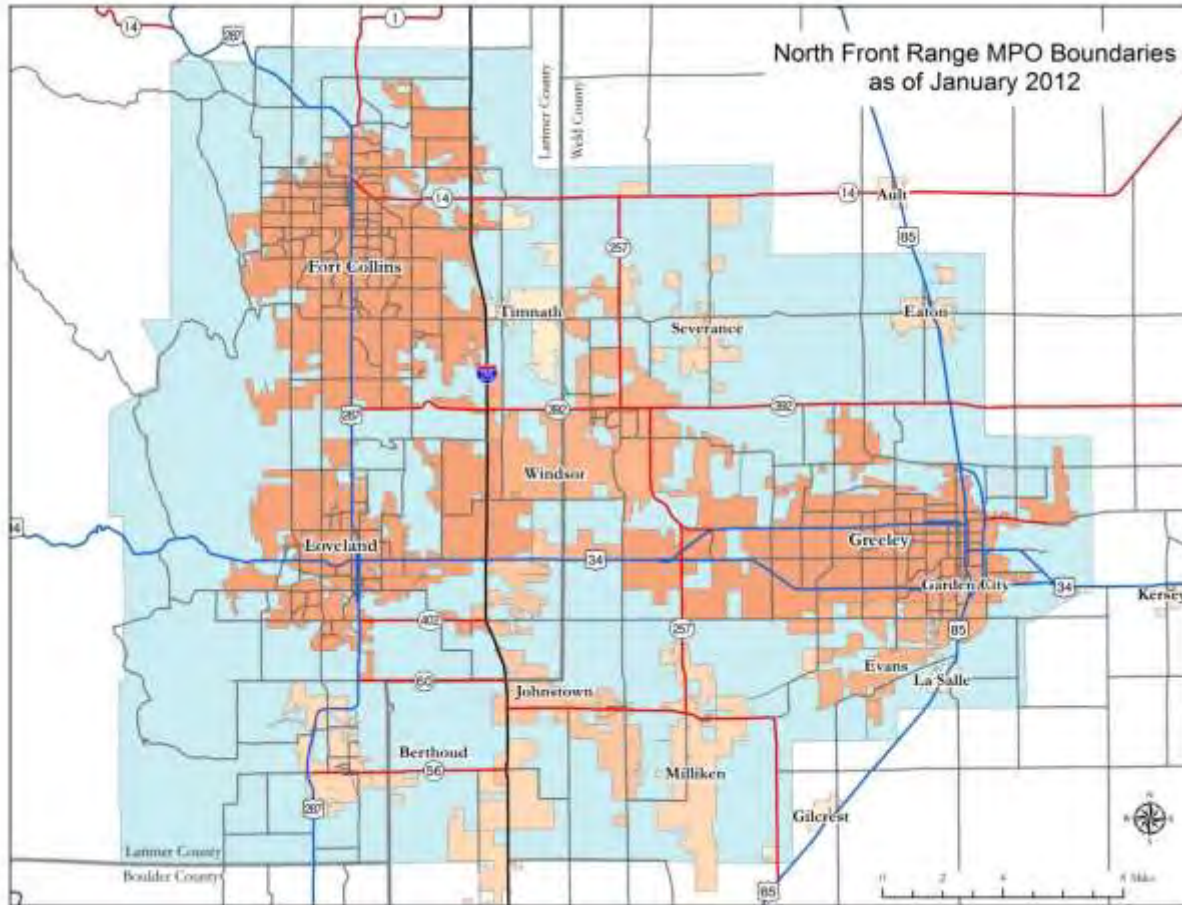
#### **NFRMPO Planning Council Representation**

- |                               |   |
|-------------------------------|---|
| 1. Town of Berthoud           | 10. City of Loveland                        |
| 2. Town of Eaton              | 11. Town of Milliken                        |
| 3. City of Evans              | 12. Town of Severance                       |
| 4. City of Fort Collins       | 13. Town of Timnath                         |
| 5. City of Greeley            | 14. Weld County                             |
| 6. Town of Garden City (none) | 15. Town of Windsor                         |
| 7. Town of Johnstown          | 16. Air Quality Control Division            |
| 8. Larimer County             | 17. Colorado Department of Transportation – |
| 9. Town of LaSalle            | Transportation Commission                   |

The NFRMPO Planning Council provides policy guidance and direction for the metropolitan transportation planning process.

The Technical Advisory Committee (TAC) is an advisory committee to the Planning Council. The TAC is comprised of Transportation and Public Works staff from the member governments, as well as representatives from the Colorado Department of Transportation Region 4 Engineering Office and Transportation Planning Division and the Division of Transportation Development.

**Figure 1:  
North Front Range Metropolitan Planning Organization Boundary and Reference Map**



## VI. NFRMPO NOTICE TO THE PUBLIC OF PROTECTION UNDER TITLE VI

### NOTICE TO BENEFICIARIES OF PROTECTION UNDER TITLE VI

This notice is provided in compliance with 49 CFR Section 21.9 (d).

#### **Non-discrimination Notice**

The North Front Range Metropolitan Planning Organization (MPO) provides services and operates programs without regard to race, color, and national origin in compliance with Title VI. Members of the public may request additional information regarding the MPO's non-discrimination obligations by requesting a copy of the MPO's Title VI program.

#### **Complaint Process**

Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color or national origin may file a Title VI complaint with the MPO within 180 days from the date of the alleged discrimination. Complaints may be filed in writing and should be addressed to:

North Front Range Metropolitan Planning Organization  
Becky Karasko, Title VI Program Coordinator  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

The complaint should include the following information:

- Your name and address, and a telephone number where you may be reached during business hours;
- A general description of the person(s) or class of persons injured by the alleged discriminatory act(s);
- A description of the alleged discriminatory act(s) in sufficient detail to enable Human Resources to understand what occurred, when it occurred, and the basis of the alleged discrimination complaint (race, color, or national origin);
- The letter must be signed and dated by the person filing the complaint or by someone authorized to do so on his or her behalf.

The North Front Range Metropolitan Planning Organization will use its best efforts to respond to a Title VI complaint within ninety (90) calendar days of its receipt provided that all the relevant information is received at the time of the complaint. In instances where additional information is needed, the Title VI Program Coordinator will contact the complainant in writing. Failure of the complainant to provide the requested information by a certain date may result in a delay in resolution or closure of the complaint.

***For additional information on the MPO's nondiscrimination obligations, please call the Title VI Coordinator at 970-416-2257***

The Title VI Notice to Beneficiaries poster (Appendix F) is located in the MPO's front lobby and lunch room, and is also posted at [nfrmpo.org](http://nfrmpo.org) and [www.VanGoVanpools.org](http://www.VanGoVanpools.org). The posters are highly visible and the front lobby and lunch room are fully accessible by the public. A similar notice is located in the front lobby and common areas of Elderhaus (a New Freedoms grant sub-recipient) located at 605 S. Shields Fort Collins, CO 80521 and 4825 S. Lemay Ave. Fort Collins, CO 80525.

## VII. COMPLAINT PROCESS

If an individual believes that they have received discriminatory treatment by the NFRMPO on the basis of race, color or national origin, they have the right to file a complaint with the NFRMPO Title VI Coordinator. The complaint must be filed no later than 180 calendar days of the alleged discriminatory incident.

The preferred method is for an individual to file the complaint in writing using the Title VI Complaint Form (Appendix G) and by mail or drop off in person to the address below. Complaints can also be filed via email to Becky Karasko, Title VI Coordinator, at [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org).

Title VI Coordinator  
North Front Range Metropolitan Planning Organization  
419 Canyon Ave., Suite 300. Fort Collins, Co 80521

Verbal complaints are accepted and transcribed by the Title VI Coordinator. To make a verbal complaint, an individual can call (970) 416-2257 and ask for the Title VI Coordinator.

Individuals also have the right to file a complaint with an external entity such as the Colorado Department of Transportation (DOT), a federal or state agency, or a federal or state court.

Should a complaint be filed with the NFRMPO and an external entity simultaneously, the external complaint shall supersede the NFRMPO complaint and the NFRMPO's complaint procedures will be suspended pending the external entity's findings.

### **Investigations**

Within ten (10) calendar days of receipt of the formal complaint, the Title VI Coordinator will notify the complainant and begin an investigation (unless the complaint is filed with an external entity first or simultaneously). The investigation will address complaints against any NFRMPO department(s) and/or persons.

The investigation may include discussion(s) of the complaint with all affected parties to determine the problem. The complainant may be represented by an attorney or other representative of his/her own choosing and may bring witnesses and present testimony and evidence in the course of the investigation.

The investigation will be conducted and completed within sixty (60) calendar days of the receipt of the formal complaint.

Based upon all the information received, an investigation report will be written by the Title VI Coordinator for submittal to the Executive Director.

The complainant will receive a letter stating the final decision of the Executive Director by the end of the sixty (60) day time limit.

The complainant shall be notified of his/her right to appeal the decision. Appeals may be made to the Department of Transportation, the Justice Department or to the agency responsible for Title VI and ADA complaints.

### **Record Keeping**

Records of all Title VI related complaints and investigations will be kept for forty eight (48) months. Records will include the date that the complaint or investigation was filed, a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the NFRMPO or sub-recipient in response to the investigation, lawsuit, or complaint.

## **VI. AVISO DEL NFRMPO AL PÚBLICO DE LA PROTECCIÓN BAJO EL TÍTULO VI**

### **AVISO A BENEFICIARIOS DE LA PROTECCIÓN BAJO EL TÍTULO VI**

Este aviso se provee en cumplimiento con el 49 CFR Sección 21.9 (d).

#### **Aviso Antidiscriminatorio**

El North Front Range Metropolitan Planning Organization (NFRMPO) provee servicios y opera programas sin considerar raza, color y nacionalidad de origen en cumplimiento con el Título VI. Los miembros del público pueden obtener información adicional sobre las obligaciones antidiscriminatorias del NFRMPO solicitando una copia del programa del Título VI del NFRMPO.

#### **Proceso para Presentar Quejas**

Cualquier persona que sienta que ha sido sujeto de discriminación bajo el Título VI en base a su raza, color o nacionalidad de origen puede presentar una queja bajo el Título VI con el NFRMPO dentro de ciento ochenta (180) días calendario a partir de la fecha de la presunta discriminación. Las quejas pueden presentarse por escrito y deberán ser enviadas a:

North Front Range Metropolitan Planning Organization  
Title VI Program Coordinator  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

La queja deberá incluir la siguiente información:

- Su nombre y dirección y un número telefónico donde usted puede ser localizado durante horas laborales;
- Una descripción general de la(s) persona(s) o clase de personas perjudicadas por el presunto acto o actos discriminatorios;
- Una descripción del presunto acto o actos discriminatorios en suficiente detalle para permitir que el personal de Recursos Humanos entienda lo que ocurrió, cuando ocurrió y la base de la presunta queja de discriminación (raza, color o nacionalidad de origen);
- La carta deberá presentar firma y fecha en puño y letra de la persona que presenta la queja o de alguien con autorización para hacerlo en su nombre.

El North Front Range Metropolitan Planning Organization hará el mayor esfuerzo para responder a una queja de Título VI dentro de noventa (90) días calendario de haberla recibido, siempre y cuando toda la información relevante haya sido recibida en el momento en que se presentó la queja. En casos donde se requiere información adicional, el Coordinador del Programa del Título VI notificará por escrito a la persona que presentó la queja. Si la persona que presenta la queja no provee la información requerida antes de la fecha límite, esto podrá ocasionar la demora de la resolución de la queja.

***Para más información sobre las obligaciones antidiscriminatorias del NFRMPO, por favor llame al Coordinador del Título VI al tel. 970-416-2257 ó envíe su correo electrónico a [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org)***

## VII. PROCESO PARA PRESENTAR QUEJAS

Si usted siente que ha recibido trato discriminatorio del NFRMPO en base a su raza, color o nacionalidad de origen, tiene el derecho de presentar una queja con el Coordinador del Título VI del NFRMPO. La queja deberá ser presentada a no más de 180 días calendario del presunto incidente discriminatorio.

El método preferido es que la queja se presente por escrito usando la Forma para Presentar Quejas de Título VI (Apéndice G) y ésta sea enviada por correo o entregada en persona en la dirección que se provee a continuación. También pueden presentarse quejas por correo electrónico enviándolas a Becky Karasko, Coordinador del Título VI, [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org)

Title VI Coordinator  
North Front Range Metropolitan Planning Organization  
419 Canyon Ave., Suite 300. Fort Collins, Co 80521

También tiene derecho a presentar una queja ante una entidad externa como el Departamento de Transporte de Colorado (CDOT), una agencia federal o estatal, o una corte federal o estatal.

Si se presenta una queja simultáneamente ante el NFRMPO y una entidad externa, la queja externa tendrá prioridad sobre la queja del NFRMPO y se suspenderá el proceso de quejas del NFRMPO en espera de los resultados de la investigación de la entidad externa.



## Investigaciones

Dentro de diez (10) días calendario de haber recibido la queja oficial, el Coordinador del Título VI notificará al demandante e iniciará una investigación (a menos que la queja haya sido presentada ante una entidad externa de manera simultánea). La investigación atenderá las quejas contra cualquier departamento y/o persona(s) del NFRMPO.

La investigación puede incluir discusiones de la queja con todas las partes afectadas para determinar el problema. El demandante puede ser representado por un abogado o cualquier otro representante que éste elija y puede traer testigos y presentar testimonio y evidencia durante el transcurso de la investigación.

La investigación se llevará a cabo y será completada dentro de sesenta (60) días calendario desde que fue recibida la queja oficial.

Basándose en toda la información recibida, el Coordinador del Título VI escribirá un reporte de la investigación y éste será entregado al Director Ejecutivo.

El demandante recibirá una carta anunciando la decisión final del Director Ejecutivo al fin del límite de los sesenta (60) días.

Se notificará al demandante de su derecho de apelar la decisión. Las apelaciones pueden presentarse ante el Departamento de Transporte de Colorado (CDOT), el Departamento de Justicia o la agencia responsable de las quejas de Título VI y ADA.

## Archivos

Los archivos de todas las quejas e investigaciones relacionadas al Título VI se mantendrán durante cuarenta y ocho (48) meses. Estos archivos incluirán la fecha en que se presentó la queja o la investigación, un resumen de las alegaciones; el estatus de la investigación, demanda, o queja; y las acciones tomadas por el NFRMPO o el sub-beneficiario en respuesta a la investigación, demanda o queja.

## VIII. PROGRAM AREAS

The NFRMPO has two primary program areas: Transportation Planning and VanGo™. Transportation Planning is partially funded with FHWA funding and is involved with the allocation of FHWA funds, while VanGo™ does not currently receive any federal funds. The Transportation Planning Team develops and maintains the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Public Involvement Plan (PIP), and the Coordinated Public Transit/Human Service Transportation Plan (C-Plan). The Transportation Planning Team also facilitates the North Front Range Transportation & Air Quality Planning Council's (NFRT&AQPC) selection of projects to receive FHWA funds through CDOT from the Transportation Alternatives (TA) Program, Surface Transportation Block Grant (STBG) Program, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Non-discrimination in Transportation Planning is ensured through the following strategies:

- Include low-income and minority populations in the planning process by providing a mix of public comment opportunities including public meetings, online tools, and face-to-face interaction at a variety of community events throughout the region.

- Ensure transportation investments do not disproportionately deny benefits or burden lower socio-economic populations by reviewing impacts of each project proposed for funding.
- Train staff on non-discrimination and civil rights via the following online courses offered by the Colorado Intergovernmental Risk Sharing Agency (CIRSA):
  - Preventing Discrimination
  - Uncovering Implicit Bias
  - Civil Rights Training Webinar

Potential discrimination in the selection of projects to receive FHWA funding is identified through an Environmental Justice (EJ) analysis, which examines adverse effects (burdens) and benefits for project beneficiaries, and ensures disproportionately high and adverse human health or environmental effects on minority populations and/or low-income populations are addressed. Potential discrimination is also identified through the complaint process.

As part of the transportation planning process, the NFRMPO collects and analyzes demographic maps including HUD low income areas, Hispanic/Latino Minority Populations, and Minority Populations at the U.S. Census Tract level.

The VanGo™ program does not currently receive any federal funds. Non-discrimination is ensured through annual staff training on non-discrimination and civil rights via online CIRSA courses including Preventing Discrimination, Uncovering Implicit Bias, and Civil Rights Training Webinar.

## **IX. LAWSUITS ALLEGING DISCRIMINATION**

As of February 16, 2017, no lawsuits or complaints have been filed with the NFRMPO, and there are no Title VI investigations being conducted by the FTA or any other entities.

## **X. PENDING APPLICATIONS FOR THE NFRMPO:**

The MPO receives annual transportation planning allocations from FTA and FHWA.

With the federal transportation bill MAP-21, FTA Sections 5316 and 5317 were consolidated to Section 5310, the Enhanced Mobility of Seniors and Individuals with Disabilities. The grantee is the subrecipient of FTA 5310 funds. The City of Fort Collins is the direct recipient of FTA 5307 funds for the Fort Collins TMA.