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 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
 June 1, 2017
 Weld County Admin. Bldg.
 Event Center Room
 1150 O Street
 Greeley, CO

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
 MEETING AGENDA
 May 4, 2017**

Berthoud Town Hall
 807 Mountain Avenue
 Berthoud, CO

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

Pledge of Allegiance

2-Minute Public Comment (accepted on items not on the Agenda)

Anyone in the audience will be given time to speak to 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-March 6, 2017 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division Report (Pg. 16) (Written Report)
4. Regional Air Quality Council (Pg. 18) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---------------------------------------|------------------|-------|
| 5. Executive Director Report (Pg. 21) | Terri Blackmore | 5 min |
| 6. Finance (March & April) (Pg. 29) | Tom Donnelly | 5 min |
| 7. TAC (Pg. 34) | (Written Report) | |
| 8. Mobility (Pg. 36) | (Written Report) | |

ACTION ITEM:

- | | | |
|--|--------------------|--------|
| 9. 2016 Audited Financial Statements (Pg. 39) | Hedberg/Sara Kurtz | 20 min |
| 10. New Administrative Policy (Pg. 41) | Crystal Hedberg | 5 min |
| 11. MPO & VanGo Reserve Policy Amendment (Pg. 44) | Crystal Hedberg | 5 min |
| 12. Replacement of MPO Staff Vehicle (Pg. 46) | Terri Blackmore | 10 min |
| 13. 2018 Budget and FY2018-2019 UPWP (Pg. 48) | Terri Blackmore | 10 min |
| 14. Appointment of Senior Representative for Technical Advisory Committee (TAC) (Pg. 51) | Alex Gordon | 10 min |
| 15. March 2017 TIP Amendment (Pg. 53) | Medora Kealy | 5 min |

DISCUSSION ITEM:

- | | | |
|------------------------------------|---------------|-------|
| 16. 2040 RTP Amendment #2 (Pg. 58) | 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	Sean Conway
Host Council Member Report	Jennifer Baker
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.

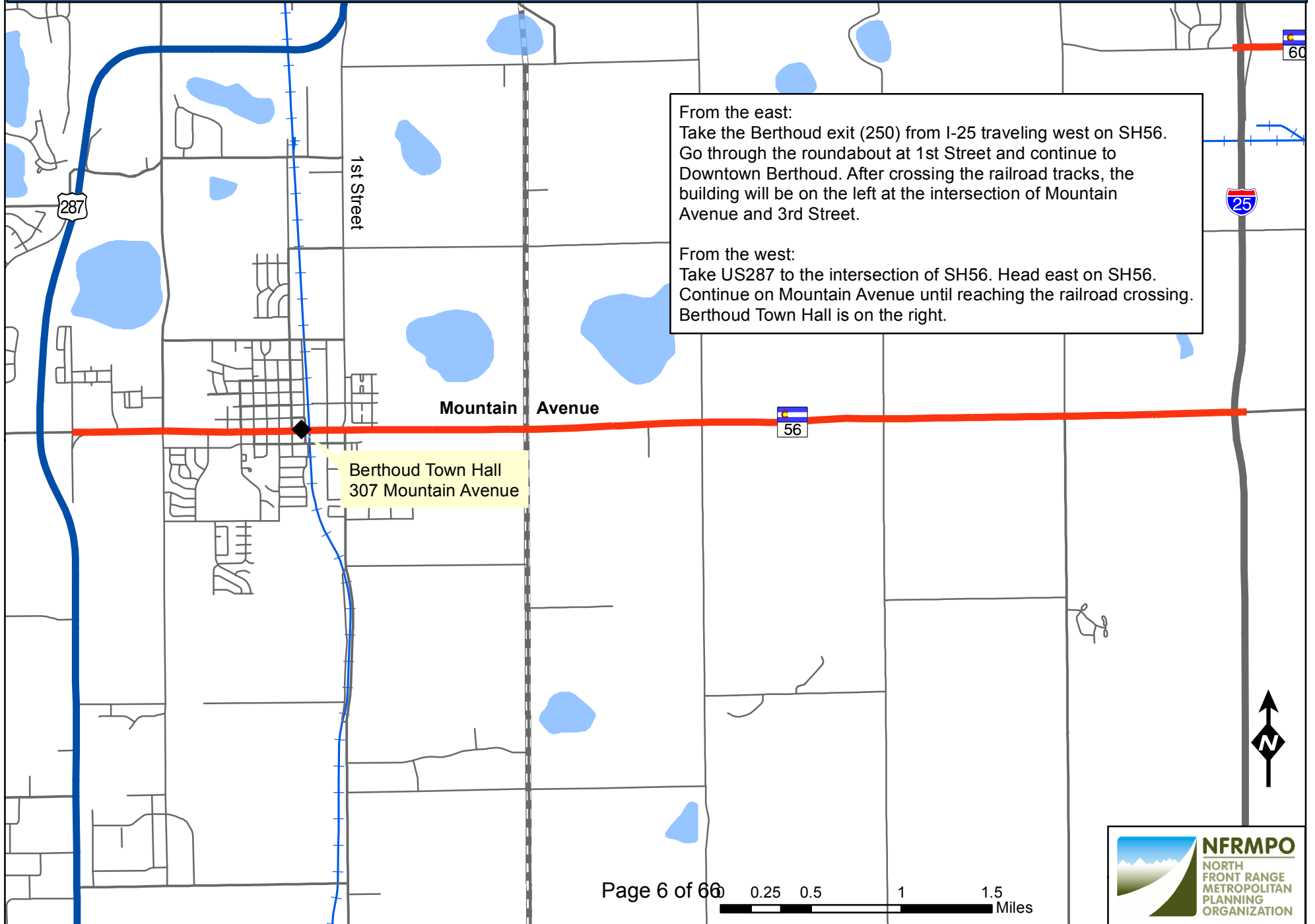
GLOSSARY

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

FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (a competitive federal funding source for freight improvements)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
PL112	Federal Planning (funds)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)

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

Directions to Berthoud Town Hall (307 Mountain Avenue)



March 2, 2017 Council Meeting Minutes

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

**March 2, 2017
Larimer County Offices Building
200 West Oak Street
Fort Collins, CO**

Voting Members

Present

Kevin Ross- Chair -Eaton
Jennifer Baker -Berthoud
Chris Colclasure -CDPHE
John Morris -Evans
Gerry Horak -Fort Collins
Tom Norton -Greeley
Troy Mellon -Johnstown
Tom Donnelly -Larimer County
Paula Cochran -LaSalle
Joan Shaffer -Loveland
Linda Meisner -Milliken
Don Brookshire -Severance
Aaron Pearson -Timnath
Kathy Gilliland -Trans Commission
Kristie Melendez -Windsor

Absent

Sean Conway -Weld County

*No member -Garden City

MPO STAFF

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

In Attendance:

Steve Adams, Dawn Anderson, David Averill, Jeff Bailey, Eric Bracke, Leah Browder, Dave Clark, Bruce Croissant, Matt Gordon, Joel Hemesath, Myron Hora, Wayne Howard, Mark Jackson, Janet Lundquist, Suzette Mallette, Mitch Nelson, Karen Schneiders, Robin Stoneman, Nick Wharton.

Chair Ross called the MPO Council meeting to order at 6:05 p.m.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE MEETING AGENDA:

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

APPROVAL OF THE MINUTES:

*Brookshire **moved** to approve the February 2, 2017 meeting minutes. The motion was **seconded** and **passed** unanimously.*

Lead Planning Agency for Air Quality Agenda

Chair Ross opened the Air Quality portion of the meeting and announced that Chris Colclasure was not yet in attendance and they would move through the agenda until he arrived.

Regional Air Quality Council:

A written report was provided.

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 March 2017 Director's Report and highlighted the Air Quality Control Commission Hosted Science Forum being held Thursday, April 20th in Boulder. The forum will include an overview of the results from the Front Range Air Pollution and Photochemistry Experiment (FRAPE) studies which used planes flying at different levels to measure the amount of air pollution coming into the region. One study also includes data from an extensive analysis of air pollution over feedlots, gas and oil facilities. Registration is free but limited to the first 200 registrants on a first-come, first-serve basis. She noted that the MPACT letters for the Action Item later in the meeting were provided as handouts and thanked everyone who attended the NFRMPO Open House earlier in the evening.

Air Pollution Control Division Report

Chris Colclasure, APCD Deputy Director, apologized for being late and discussed the Environmental Protection Agency's proposed budget cuts of nearly 30% that could potentially have a direct impact on CDPHE, although it was too soon to determine exactly what the impact may be. He also highlighted the proposed implementation rule from his written report and briefly reviewed CDPHE's comments on the Transition from the 2008 Ozone NAAQS to the 2015 Ozone NAAQS. He also noted that International Transport and Background Ozone (CAA Section 179B) sections of the State of Colorado Comments letter CDPHE sent to EPA which was provided to Council. Colclasure explained that the Congressional Review Act (CRA) was a statute that allows Congress and the President of the United States to revoke rules that were finalized within 60 Legislative days (days in which Congress was in session) before the January 20, 2017 inauguration. He believes at least two bills have been passed to repeal the statute; one that allowed for stream protection from mountaintop removal and mining, which puts waste rock into the valleys and can affect water quality, and the other was a requirement for companies to report overseas mining operations and any payments made to foreign governments, to the SEC.

Colclasure stated that although there have not been any repeals under the CRA regarding Air Quality Regulations, there have been some proposals. One proposal is for the Bureau of Land Management's (BLM) Venting and Flaring Rule, which is similar to Colorado's Leak Detection Rule, and would prevent oil companies from flaring (venting or wasting) natural gas without paying royalties or being taxed because it is produced and owned by the federal government yet wasted. It would require systems to be redesigned in a manner that allows the natural gas to be captured in order to control leaks. Some states will see a larger impact from the BLM's proposal if it is repealed. On March 2nd the EPA announced that it is rescinding an information collection request for oil and gas industries to provide data on their emissions and monitoring techniques used. Because the request was not a formal rule the industry responded the cost, nearly \$10M nationwide, was too immense for them to comply. Colorado would have been able to put that information to use when developing ozone strategies and will now look to other means to obtain the data or continue to plan with the data already available.

Report of the Chair:

Chair Ross did not have a report for the Council.

TAC:

A written report was provided.

Finance:

Donnelly briefly reviewed information relating to the February 16, 2017 Finance Committee Report bullet points and minutes with the Council. He highlighted that the MPO had been able to negotiate a reduced rate and sign a contract with the auditing firm EideBailly. Donnelly also noted the Finance Committee had a lengthy discussion regarding the Western Regional Alliance WRA, a transportation advocacy organization, and felt it beneficial to have Blackmore join because their goals of rightsizing federal transportation funding for western states and localities and advocating for fairness in federal air quality standards align well with the goals of the NFRMPO. Blackmore's negotiated annual dues of \$1500 were supported by the committee. Norton stated that it was probably worth the negotiated fee but recognized that states on the west coast with more roads, higher populations and more representatives would still get the majority of the funding. Donnelly cited the success that Gilliland has had advocating for Northern Colorado with the majority of the commission coming from the Denver Metro area. Norton added that formula redistribution was the biggest obstacle to overcome. Gilliland agreed that there could be a benefit in having a representative at the table to present issues Northern Colorado faces and help provide two-way education. Blackmore said it was her understanding that the allocation determinations for the FAST Act were based on 2010 census data, and not the increased population, essentially causing Northern Colorado's population growth to be a disadvantage in the funding formula. She added that even if the formulas cannot be changed the information is valuable to the mission of the WRA. Horak expressed his desire to have the value of the membership assessed at the end of the first year. Ross requested that any further discussion take place later in the meeting when the item was scheduled for action.

CONSENT ITEMS:

Q1 2017 TIP Amendment

*Donnelly **moved** to approve Resolution 2017-09 Adopting the 2017 1st Quarter Amendment to the FY 2016-2019 Transportation Improvement Program (TIP) The motion was **seconded and passed** unanimously.*

ACTION ITEMS:

CY 2016 4th Quarter Unaudited Financial Statements

Crystal Hedberg, Operations and Finance Manager, briefly reviewed information from the CY 2016 4th Quarter Unaudited Financial Statements with the Council. She noted the memo had been revamped to include more information and offered to answer questions.

*Donnelly **moved** to Accept the CY 2016 4th Quarter Unaudited Financial Statements. The motion was **seconded and passed** unanimously.*

FY2018-2021 TIP and Updated TIP Amendment Policy

Karasko stated that two updates were made to the TIP since the packet was sent out and they were reflected in the Council handouts. The changes included Appendix A: Environmental Justice Analysis and Revised TIP Tables which were changed due to additional project information provided by member agencies, including project descriptions, funding pools, and project sponsors. She identified there were 29 individual projects in the TIP; 14 which were rolled forward from the current TIP for years 2018-2019 and 15 projects that were new from the approved FY 2020 -20121 Call for Projects. Karasko also noted there were seven CDOT pools with a total of 38 associated pool projects, and ten CDOT pools that currently do not have projects, but are included in the TIP as placeholders for future

projects. The FY 2018-2021 TIP includes a narrative portion, which describes the policies and procedures of which the majority are the same as in the current 2016-2019 TIP. She then briefly reviewed information from the FY2018-2021 TIP Memo from the packet with the Council noting the TIP Amendment and Modification policy were identified on page 50 of the packet and Policy Amendments were identified on pages 64-65. She explained that at their February meeting TAC recommended Planning Council adopt the FY 2018-2021 TIP, which would have an effective date October 1, 2017, and approve the TIP Amendment and Modification Policy for immediate implementation which changes the TIP Amendment cycle to every other month. Therefore, everything received before 5 p.m. March 1st would go into the first cycle. TIP Amendments now go to TAC once for action and to Council once for action. Shaffer asked for clarification of the TAC Amendment review process regarding public comments. Karasko explained that Council would approve amendments contingent on no negative public comment, still allowing for the 30 days. If negative comments were received it would not be approved but go back before TAC and Council. Blackmore added that TAC would receive any public comments immediately and prior to going Council for action. Shaffer requested that for transparency sake that the amendment process, and how their comments, go through TAC be clearly outlined. Karasko agreed.

*Gilliland **moved** to Approve Resolution 2017-08 Adopting the FY2018-2021 Transportation Improvement Program (TIP) The motion was **seconded** and **passed** unanimously.*

MPACT64 Letter to the Legislature

Blackmore stated the MPACT group had been meeting for a long time and she felt they had laudable goals to obtain additional funding for transportation and educate the Legislature, as noted in their first letter sent out. She noted there was disagreement about the type of funding source. She indicated that although the NFRMPO had not supported their message, the two letters had gone to the State Legislature and asked whether the Council wanted to take a position. She noted their first letter had educated the Legislature on what alternative transportation was and what types were included. Much of the early discussion was advocating only for transit funding of 33% but they have changed their position and are trying to be more flexible. If it were to pass, the funding would be fully flexible for local communities and could be used for everything from paved shoulders and sidewalks to bike paths and door-to-door service for seniors and handicapped, or for operating transit. The comments on the second letter do not specifically outline the funding source but does state approximately 70% would be shared among CDOT, cities and counties with the remaining 30% going to alternative transportation. These calculations do not appear to allow for repayment of bonds if a bonding program was implemented, which is essential. Blackmore indicated it was more favorable now that they had moved away from only transit and having the funds go through the Highway Users Tax Fund (HUTF). Norton stated that the two letters outlined a methodology that had been developed to disguise their first initiative of strictly supporting transit. He added that with the bonding option only allowing for approximately 1/3 of the necessary \$3.5B-\$4B of the funding needed to cover annual maintenance and I-25 and I-70 projects, not many projects would be funded, making this option not very affective. He felt if that anything worth the Council's support would need to be more definitively statewide or less definitive and let the Transportation Commission make the decision, noting he did not see either of these being plausible. Ross asked Norton if he recommended sending a letter stating the NFRMPO is against MPACT's proposals. Norton replied that the Colorado Municipal League (CML) and the Colorado Counties, Inc (CCI) had voted to write a letter indicating they could not support MPACT's efforts at this time because the distribution and the funding amount did not appear to be adequate. Morris concurred with Norton and said the Evans City Council had discussed that they would not support it because it appears that much of the money goes to Metro Denver and it was unclear how it would be funded.

*Norton **moved** that the Executive Committee and Staff draft a letter which is to be reviewed by the local communities, Larimer County and Weld County, not supporting MPACT64's Letter to Members of the Colorado General Assembly. The motion was **seconded** and **passed** unanimously.*

Shaffer questioned what negative impact there may be on future developments statewide across the 64 counties if the Council did not collaborate on a positive response, and asked if any letter of support could be sent to MPACT. Ross replied that he did not see the Council as being against finding a solution, but the Council was not in agreement with their currently proposed solution as it was too broad and undefined. He would be willing to look at supporting a solution in the future if it was viable for the North Front Range. Norton added a viable solution would have to include adequate funding for repayment of bonds, a stable long-term income, and the funding for CDOT to maintain what currently exists. Following a brief discussion the Council agreed they would not support the letters and would specifically outline the reason for their decision in their correspondence to MPACT64. Blackmore agreed to expeditiously get a letter drafted and sent to Council members for review and approval.

Western Regional Alliance Membership

Blackmore reviewed information from the Western Regional Alliance (WRA) Membership memo with the Council. Horak questioned what the WRA had accomplished in their two years as an alliance. Blackmore replied they had recently changed their mission from when they were the Western Rail Alliance and would now be focusing on regional transportation issues, noting she had informed them they could not use MPO money for lobbying. Following lengthy consideration and a comprehensive discussion regarding the perceived value of the membership to the NFRMPO, it was agreed that more information was required before the Council could take action. Blackmore agreed to enquire about their current membership, annual cost increases, whether lobbying is focused nationally or regionally, and getting a written agreement.

*Norton **moved** that the Action Item be tabled. The motion was **seconded** and **passed** unanimously.*

Updated Title VI

Blackmore informed the Council the Title VI plan had been updated within the last year but since the open FTA grants had been closed, it is necessary to update it to meet CDOT's Title VI requirements. Karasko briefly reviewed the updates listed in the Updated Title VI Report Memo with the Council. Shaffer asked what the two programs noted were specifically. Blackmore replied that because VanGo™ was separated from the MPO as an Enterprise Fund it is now considered a separate program area. The updated Title VI now covers both the MPO and VanGo™.

*Norton **moved** to Approve Resolution 2017-07 Adopting the Updated Title VI Report. The motion was **seconded** and **passed** unanimously.*

Revised Conformity Resolution 2017-01

Karasko stated that on February 21st it was brought to the MPO's attention by Federal Highway Administration (FHWA) that the conformity documents and Resolution 2017-01, which were approved by Council on February 2nd, did not include the FY 2016-2019 TIP which is still in use. These documents have now been updated and resubmitted and staff is requesting the Council approve the Revised Resolution 2017-01, which includes the FY 2016-2019 TIP. The revised resolution will allow FHWA to issue their concurrence with the MPO's Conformity, RTP Amendment and sign off on the North I-25 ROD.

*Norton **moved** to Approve Revised Resolution 2017-01 Adopting Conformity Redeterminations for the North Front Range Metropolitan Planning Area 2040 Fiscally Constrained Regional Transportation Plan Amendment and the FY 2018-2021 Transportation Improvement Program (TIP) and for the Northern Subarea of the Upper Front Range Transportation Planning Region 2040 Regional Transportation Plan, the FY 2016-2019 TIP, the 2040 Upper Front Range Transportation Planning Region RTP, and Colorado FY2017-2020 Statewide Transportation Improvement Program. The motion was **seconded** and **passed** unanimously.*

COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported that the Commission would be having a special meeting on March 3 to review and approve the RFP for the I-70 Central Project. They hope to move forward with the construction beginning in 2018.

CDOT Region 4

Karen Schneiders, CDOT R4, handed out the CDOT Project Status Updates (March, 2017) and noted that most projects were currently in winter shutdown but there is work on Crossroads Blvd. and the US34 Canyon. Mellon asked what "minor rehab" meant on the status for the SH 60 project. Schneiders explained CDOT was resurfacing both the northern and southern sections of SH 60 for the US 287 to Milliken project but it was not a complete reconstruction and should only take a couple weeks.

I-25 Funding Subcommittee

Horak reported CDOT's Toll and Revenue staff review affirmed the I-25 Project managed lane could use toll revenue to pay off the loan. The results were improved from the first time they were reviewed and may become even more positive since older population numbers were used initially. The hope is that this will generate incentive to get the lower 12 miles done as well.

North I-25 Coalition

Blackmore reported the Coalition is hoping to get communities working on a Public Information campaign for I-25 and had attempted to have a Public Information Officer give them a report. Sandra Solin and David May of FIX N I-25 gave a report on their efforts to get additional funding and expressed the challenge they face with so many new groups speaking with the Legislature.

US 34 Coalition

Norton reported the Coalition had developed a Charter and were well on their way to setting standards. Donnelly added they need to have projects identified if a stimulus package or any funding comes available.

STAC Report

A written report was provided. Karasko highlighted the following:

- There was feedback and discussion on the Transportation Commission Lunch with STAC representatives, which was positive and another is planned for July.
- Major Tim Keaton with the State Patrol provided an overview on the Transportation Information Management System (TIMS) program and she noted a survey was sent out February 25th.
- CDOT gave a brief presentation on the upcoming Rest Area Plan and a call for interested individuals to serve on a Working Group. Those interested can contact her at bkarako@nfrmpo.org and she will forward their information to Marissa Gaughan who is leading the effort.

Karasko asked on Conway's behalf whether the Council was comfortable with the National Freight Program discussion, he presented to the Council at the February 2 meeting. She noted the projects had been identified by CDOT and reviewed by the Colorado Freight Advisory Council (FAC) for FY2015 and FY 2016 FAST Act funding of \$35M for the State of Colorado. She identified the FAC's four high priority focus areas as safety, truck parking, emergency pullouts and shoulders, and low clearance infrastructure, specifically bridges. She also specified Conway wanted confirmation from Council that he could support the criteria and principles before STAC recommending that list of focus areas. He noted all 36 of the projects on the list are good projects that fit within the four priority areas, however depending on the level of funding, only the US 85 project will be a Northern Colorado project.

The Council confirmed they were in agreement.

Host Council Member Report- Donnelly welcomed everyone to Larimer County and thanked James Beuhler of *Catering to You by James* in Loveland for the wonderful food. He noted that the 2015-16 Community Report for Larimer County he distributed was a successful attempt by Larimer County Government to provide a high-level overview of the valuable services the County provides to residents in incorporated cities, towns and rural areas through its budgeting process. He highlighted the Funding for I-25 Expansion section that illustrates their funding projections for the next three years. He also proudly drew everyone's attention to the Innovation Award received for the Larimer Foothills Bison Conservation Herd and explained that CSU's Animal Reproduction and Biotechnology Laboratory has developed processes that allow genetic material from Yellowstone National Park bison to be cleansed of brucellosis and used to create embryos that are then transferred into surrogate bison (currently housed at USDA-APHIS facilities on CSU's Foothills Campus). The result is brucellosis-free calves that are genetic descendants of Yellowstone bison. These bison form the "Laramie Foothills Bison Conservation Herd" that live at Red Mountain Open Space and Soapstone Prairie Natural Area and will be used as a seed herd to then send calves to other conservation herds in the U.S.

Fort Collins- Horak announced the City of Fort Collins in cooperation with the Town of Timnath has pledged financial support to CDOT for rebuilding the Prospect Road Interchange.

Windsor- Melendez reported on the following:

- A ribbon cutting took place on February 24th celebrating the successful implementation of Windsor's Quiet Zone.
- Windsor hopes to have a groundbreaking for their new Public Works Service Facility building in October.
- Work on New Liberty Road extension out to WCR 13 is scheduled to open in the spring.
- Windsor's second traffic signal will be installed at Harmony Road and WCR 15.
- Transportation is expected to be a major topic of conversation at the National League of Cities (NLC) convention in D.C. on March 11-15.

Johnstown- Mellon announced North 2nd Street to Parish Road/ WCR 17 will be completely rehabilitated past Roosevelt High School. The project will include an updated urban streetscape, new water line and a sidewalk to the high school. The cost will be approximately \$1.3M.

Evans- Morris reported the following:

- 37th Street and Highway 85 Access Control Plan project is almost complete and roads are open in all directions.
- The MPO funded 35th Avenue widening project from 37th Street to Prairie View Drive is expected to begin in June or July.
- 31st Street Access Control Plan on the northwest corner, also an MPO funded project, will be bid soon.
- The 65th Avenue project is slated to begin in April.

Loveland- Shaffer announced the following:

- Loveland City Council will be reviewing the North I-25 program to determine their financial commitment and will also address the possibility of companion projects for US 34 and SH 402 and working with Larimer County on access and zoning issues.
- On February 27th Loveland began serving VanGo™ as one of their service centers. They are grateful for the opportunity.
- Loveland is looking at building a Police training facility for the region that will have a roadway facility training area.
- She will also be attending the NLC convention in March.

Timnath- Pearson announced there are new lane changes with the widening of Harmony Road project.

Severance- Brookshire introduced Nick Wharton, Assistant Town Administrator; Mitch Nelson, planner and Matt Gordon, Town Trustee and new alternate for the MPO Council.

LaSalle- Cochran announced that LaSalle's Public Works staff is enjoying two of the three new CNG trucks they recently received thanks to Weld County.

Berthoud- Baker proudly reported the Berthoud Hill Project is open and running smoothly and Berthoud is having an open house event March 4th at their new Town Hall, all are invited to attend.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions:

There were no suggestions.

The meeting was adjourned at 7:39 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: May 2017

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

May 2017

The Air Quality Control Commission:

- The Commission held a regular business meeting on March 16th.
 - The Commission voted to recommend that EPA designate the areas around seven power plants as “attainment/unclassifiable” for purposes of the 2010 1-hour sulfur dioxide national ambient air quality standard (NAAQS). State implementation plans (SIPs) are not required for areas designated attainment/unclassifiable.
 - The Commission clarified the definition of “wood-burning stove” in Regulation Number 4 and made other administrative changes. The substantive requirements did not change.
- The Commission held a Science Forum on April 20th at the University of Colorado, Boulder. The Science Forum included presentations on the Front Range Air Pollution and Photochemistry Experiment (FRAPPE) and other studies of ozone, methane, oil and gas emissions, wildfire emissions, and low cost air quality monitoring tools.
- The Commission’s next meeting is May 18th. The Commission will hold its annual retreat June 15-16 in Fort Morgan, CO.

The Air Pollution Control Division:

- The Division anticipates revising the ozone SIP in October 2017 to adopt Reasonably Available Control Technology (RACT) requirements for oil and gas facilities. Colorado must revise its SIP in response to the oil and gas “Control Techniques Guidelines” that EPA finalized in October 2016. The Division is meeting periodically with stakeholders to develop the SIP revision.
- The Division is also meeting with stakeholders to evaluate RACT for certain major sources, including electric generating units, compressor stations, breweries, a glass kiln and others. The facilities will submit RACT analyses to the Division in December 2017.

Regional Air Quality Council (RAQC) Report: April/May2017

RAQC Meeting April 7, 2017

New Colorado Department of Public Health and Environment Air Pollution Control Division Director

Introduce Garry Kaufman - new director replacing Will Allison

AQ Legislation of interest - Tracking SB188 alternative fuels credit - simplified the credit. SB188 would eliminate the credit for passenger vehicles at the end of this year. Eliminate Heavy Duty vehicles at the end of 2019. Move the funds to the HUTF. Approved in Senate appropriations. There is opposition from many groups. COGA, CMC, Conservation voters, GM, Nissan. The credits have worked well. 50% increase in sales 2016 over 2015. 2nd reading in the Senate on Monday. (The Senate laid over the Second Reading with no amendments on 4/10/2017)

XCEL Presentation on Our Energy Future

Xcel's three focus areas include Empowering Customer Choice, Powering Technology and Powering the Economy

Keeping costs low - 2% average rate increases, Wind powered energy has grown to 25% in 2016 and will grow to 33% by 2021, and Xcel's coal use has fallen from 66% to 41%.

Rush Creek Wind Project - Vestas wind turbines manufactured in Brighton, Pueblo, and Windsor, expands the tax base and save customers money over time. The Wind project will be constructed in 2017, in service in 2018 and save 1M tons CO2. This project provides enough energy to power 325K homes.

Xcel is rolling out "Time of Use" pricing plans and "Peak Demand" Pricing. These plans offer flexibility and cost savings to customers who voluntarily sign up. <http://bit.ly/2o3wABV>

XCEL has expanded solar programs. There is 120MW of solar power coming online in the next three years. Solar*Rewards (private), Solar*Rewards Community (solar gardens), and Comanche solar now online next to coal plant.

Innovative Clean Technologies

Battery Storage - Stapleton provides backup power located in community with high private adoption rate, takes up six parking spaces.

XCEL is developing a Micro grid: Panasonic Pena Station with NEXT.

XCEL's Electric Resource Plan (filed every four years) identified a need for an additional 600MW by 2023. Regulatory decision expected in summer 2017.

Emissions - 80% reduction Cherokee and Pawnee. NOx down by 80% in 2021.

XCEL estimates that CO2 emissions reduced 45% from 05 to 2021

Aspirational target down 60-80% % by 2021. Using wind, away from coal, and energy efficient sources. The Xcel Belmont coal plant closed by the end of the year, The Xcel Cherokee plant will be off coal and transitioned to CNG.

Does not key their strategy off federal policy

2023 Base model - Broad reductions in VOC/NOx

AQCC Science Forum will be held in Boulder on April 20.

All day FRAPPE Science Meeting in Boulder on May 2-3. The results of data collection analysis will be presented.

Ozone Control Strategy evaluations

Low VOC Arch and Industrial Maintenance and consumer projects survey results expected by May 2017.

RAQC will be conducting a fuels Study - open RFP summer 2017.

Oil and Gas Rulemaking. APCD meeting with Stakeholders - hearing in July. SIP submittal in 2018

RACT Analysis - Analysis due to APCD by end of 2017.

Commercial Lawn and Garden - working group meeting on April 5

Noble approved partial reallocation for funds 100k pending CDPHE/EPA approval

Mow down pollution events

- 4/29. At Budweiser events center
- 5/6 Commerce city
- 6/3 Eco-cycle charm Boulder

Simple Steps Better Air Summer Campaign Kickoff will be held on June 4

Executive Director Report: May 2017

May 2017 Director's Report

Annual Conflict of Interest Forms

- All Planning Council members and alternates must sign a new conflict of interest form (Aaron Pearson is complete)

Board Packets

- Please let Renae know if you do not need a mailed packet to reduce paper

Council/Board Presentations

- I have met with the new Evans City Manager and the Severance Planning Council Alternate
- 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>
- A presentation on the VW settlement is scheduled for the July Planning Council meeting when the Trustee should be approved

Audit

- The NFRMPO auditors, Eide Bailey completed the audit, presented to the Finance Committee on April 20, and will present the final document to Planning Council at the May 4 meeting

Fix N I-25

- The next N I-25 Funding Subcommittee meeting is scheduled for May 5 from 11:30 to 1:00 pm at Perkins at Crossroads
- The next N I-25 Coalition meeting is scheduled for May 3 at Southwest Weld from 6:30 - 8:00pm

Transportation Funding

- HB 1242 is scheduled before Senate Finance Committee for April 25

VanGo™

- VanGo™ decided to delay the fare structure analysis e and reporting app due to non-responsive bids and uncertainty on the total cost
- Five bids were received for new vans using FASTER funds

Front Range Rail

- The SB 17-153 bill to replace the Southwest Chief Commission with the Front Range Rail Commission passed the Colorado House and is ready for the Governor's signature
- If signed, the bill will have a member of the NFRMPO on the Commission

NoCo Bike and Ped Collaborative

- The NoCo Bike and Ped Collaborative will host a workshop on June 14th to educate local staff and elected officials on transportation infrastructure audit tools
- The fee is \$25 and includes lunch and bike rental for audits

Staff

- The NFRMPO received 24 applications, completed 7 phone interviews and 3 in-person/skype interviews
- The NFRMPO has offered the Planner position to Sarah Martin and she will start on May 22

Bike/Pedestrian Counters

- The Town of Windsor completed their count program in early April.
- The City of Loveland is currently using 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

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 April 20 from 1:30 -3:00 pm at the NFRMPO office and Weld Mobility Committee meets May 23 from 1:30-3:00 at the Greeley Chamber of Commerce
- The Mobility Program has initiated its outreach for the Coordinated Plan

Completed Outreach		
Fort Collins Senior Advisory Board	Fort Collins	3/8/2017
Commission on Disabilities	Greeley	4/4/2017
Senior Advisory Board	Loveland	4/5/2017
Senior Transportation Coalition	Fort Collins	4/6/2017
Disabilities Advisory Commission	Loveland	4/10/2017
Arc of Weld County Community Transition Team	Greeley	4/12/2017
Commission on Disabilities	Fort Collins	4/13/2017
Transportation Advisory Board	Fort Collins	4/19/2017
Citizens Transportation Advisory Board	Greeley	4/24/2017
Fort Collins Earth Day	Fort Collins	4/22/2017
Planned Outreach		
Johnstown BBQ Day	Johnstown	6/3/2017
Berthoud Day	Berthoud	6/3/2017
Eaton Days	Eaton	7/8/2017
LaSalle Days	LaSalle	7/15/2017
Community Safety and Awareness Day	Evans	TBD
Beef N Bean Day	Milliken	8/12/2017
Severance Days	Severance	8/19/2017
Peach Festival	Fort Collins	8/19/2017
Corn Roast Festival	Loveland	8/25/2017
		8/26/2017
Windsor Harvest Festival	Windsor	9/3/2017
		9/4/2017
Taste of Timnath	Timnath	TBD

HOV 3

- HOV three took effect on January 1, 2017
- NFRMPO and VanGo staff assisted HPTE with the marketing/education campaign in December
- Megan Castle will be attending the May 5 I-25 Funding Subcommittee meeting to discuss messaging Express Toll Lanes

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
 - Spanish Mobility Rider's Guide
 - Quarterly Newsletter
 - VanGo Dashboard

FAA Facts



Federal Aviation Administration, Washington, D.C. 20591

Date: February 15, 2017

Contact: Allen Kenitzer

Phone: 425-227-2015

Email: Allen.Kenitzer@FAA.Gov

Denver Metroplex

The Federal Aviation Administration's Next Generation Air Transportation System, or NextGen, is the ongoing modernization of our national airspace system. NextGen is transforming air traffic control technologies and procedures by moving from ground-based navigation to satellite and GPS-based navigation and from analog to digital communications. We are fundamentally changing how we see, navigate and communicate with aircraft.

Other NextGen benefits include:

- NextGen enhances aviation safety, reduces carbon emissions and modernizes procedures to today's standards.
- A key NextGen goal is to safely improve the way aircraft navigate complex, metropolitan areas, which we call Metroplexes, by deconflicting routes into and out of busy airports and by creating more efficient and direct flight paths.
- The FAA has identified a number of Metroplex areas in the United States. Each Metroplex includes one or more commercial airports and several general aviation airports that serve at least one major city.
- A Metroplex allows the FAA to holistically improve regional traffic movements by using precise, satellite-based navigation to make the best use of airspace and procedures.
- Using NextGen procedures in these areas could improve on-time performance, which would benefit the region and the entire national airspace system.

Denver

The FAA has designated the airspace around Denver for a Metroplex project, which means residents of this metropolitan area may see a number of benefits.

The proposed Metroplex project would allow for more direct and efficient routing of aircraft into and out of Denver, enhancing aviation safety, and reducing some flight delays. Modifications will occur for arrivals and departures as part of the Denver Metroplex project. Many communities may not be affected by the proposed modifications. However, people living or working in the Denver Metropolitan Area may see adjustments to aircraft routings.

Airports that are included in the Denver Metroplex:

- Denver International (DEN)
- Centennial (APA)
- Rocky Mountain Metropolitan (BJC)
- Front Range (FTG)
- Northern Colorado Regional (FNL) (formerly Fort Collins-Loveland Municipal)
- Greeley-Weld County (GXY)
- Vance Brand (LMO)
- Buckley Air Force Base (BKF)

Exceeding requirements set by the National Environmental Policy Act (NEPA), the FAA is improving public awareness of procedure modifications through early engagement with the communities in the area.

The FAA encourages residents of Denver and the surrounding areas to actively participate in these workshops. Residents will be able to talk to experts on a one-to-one basis to learn how these proposed air traffic revisions could affect their communities.

Residents can make comments at these community meetings or they can comment via the website listed below.

Environmental Process

Before the FAA can implement any new procedures, Federal law and FAA policy require the FAA to conduct environmental reviews in accordance with NEPA. These reviews will lead to an Environmental Assessment (EA) expected to be finalized in late 2018.

As part of this EA review, the FAA will hold a series of community meetings in 2018 in which comments on the draft EA are welcome.

The FAA will review all EA comments before making a final determination.

Up-to-date information is available on the following website:
<http://www.faa.gov/nextgen/communityengagement>

Denver Metroplex Community Comment Form

If you have comments in response to information provided at a public workshop or upcoming implementation plans, submit your feedback below. The community feedback the FAA receives will help the Agency determine whether it should make changes to the preliminary designs before beginning the project's draft Environmental Assessment.

Contact Information:

Last Name

Middle Initial

First Name

Street Address

City

State

Zip Code

Email Address

If the aviation concerns related to a location other than near your residence, please list the address below:

Street address

City

State

Zip Code

Identify your primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation Noise

Aviation Noise Concentration

Environmental Concerns



-
- Access to knowledge about aviation and or airport concerns

-
- Other Concerns (please specify)
-

Identify your concerns about aviation as a result of this project:

- Aviation Noise

-
- Aviation Noise Concentration

-
- Air Quality

-
- Other Concerns (specify)



COMMITTEE REPORT: Finance – March 23 & April 20, 2017

Finance Committee Report

- Finance Committee met on March 23rd
- The Committee reviewed the 2017 UPWP and VanGo™ budget and match amounts.
- The Finance Committee recommends Council accept the 2018 UPWP (and match amounts) and VanGo™ budgets.
- The committee reviewed the proposed changes to the operating reserves policy for both the MPO and VanGo™. These changes are:
 - Defining the budget used to calculate the reserve
 - Increase the reserve from three (3) months to (6) months of operating costs
 - Change the calculation date to the end of the calendar year instead of during the budgeting process
- The committee reviewed the proposed change for the VanGo™ Capital Reserve policy to change the balance from (7%) of net capital assets to twenty one percent (21%) of capital assets to ensure adequate funding for vehicle replacements
- The Finance Committee recommends Council accept the changes for the VanGo™ operating reserves and the capital reserve.
- The Finance Committee met on April 20th
- Sara Kurtz and Carrie Endres, Eide Bailly, reviewed the draft 2016 Audited Financial Statement Package, the audit opinion, which was unmodified and required communication with the committee.

- The committee recommends Council approve the 2016 Audited Financial Statements
- The committee reviewed the proposed administrative policy statement for locally funded staff time.
- The Finance Committee recommends Council approve the policy statement.
- The committee discussed the replacement of the Honda with a small high mpg SUV funded through a loan from the VanGo program with grant reimbursement through the indirect expenses.
- The Finance Committee recommends Council approve the purchase.

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

March 23, 2017
7:30 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Tom Donnelly
Kristie Melendez

Staff Present

Terri Blackmore
Crystal Hedberg

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

Approval of Minutes:

Melendez moved to approve the February 16, 2017 meeting minutes. The motion passed unanimously.

2018 UPWP Budget

Blackmore presented the 2018 UPWP Budget. She noted that \$120,000 of State Planning funds were included in this budget. These are federal funds passed through CDOT and will be used for projects that include planning for outside the MPO boundaries. These funds do not require a match. It was also noted that budgeted STP Metro funds were \$112,826. This is down significantly from prior years (\$975,349 in 2013). The VanGo™ budget was reviewed noting the decrease in budget due to a decrease in routes. Melendez moved that the Finance Committee recommend Council approve the 2017 UPWP and VanGo™ budgets and match amounts. The motion passed unanimously.

MPO and VanGo™ Reserve Policy

Hedberg noted the proposed changes to the operating reserve policy for both the MPO and VanGo™ were:

- Defining the budget used to calculate the reserve
- Increase the reserve from three (3) months to (6) months of operating costs
- Change the calculation date to the end of the calendar year instead of during the budgeting process.

The proposed change to the VanGo™ Capital Reserve Policy would change the balance from seven percent (7%) of net capital assets to twenty one percent (21%) of capital assets. This would allow the program to replace vehicles if no capital purchase funding was available. Melendez made a motion that the Finance Committee recommend Council accept the revised MPO and VanGo™ Reserve Policies.

The meeting was adjourned at 8:00 a.m.

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

April 20, 2017

7:30 a.m.

Egg & I

1205 Main Street, Windsor, CO

Members Present

Tom Donnelly

Kristie Melendez

Staff Present

Terri Blackmore

Crystal Hedberg

Guests Present

Sara Kurtz, Eide Bailly

Carrie Endres, Eide Bailly

Kevin Ross, MPO Chair

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

Approval of Minutes:

Melendez moved to approve the March 23, 2017 meeting minutes. The motion passed unanimously.

2016 Audit

Sara Kurtz, reviewed the draft 2016 Audited Financial Statements with the committee. The auditors have issued an unmodified audit opinion on the statements. Carrie Endres reviewed two letters that are required correspondence with the committee. Melendez moved that the Finance Committee recommend Council approve the 2016 Audited Financial Statements. The motion passed unanimously.

Administrative Policy Statement –Locally Funded Staff Time

Hedberg reviewed the proposed administrative policy statement for funding staff time during office closure due to severe inclement weather and the annual holiday party. Melendez made a motion that the Finance Committee recommend Council approve this policy statement.

Replacement of Honda

Blackmore reported the Honda currently has a maintenance issue that would require a minimum of \$900 for parts plus labor to repair. Discussion followed regarding the age, mileage and trade in value of the Honda. Staff reported that they would like to replace this vehicle with a small, high mpg SUV. Staff is proposing VanGo loan the funds to the MPO to purchase this vehicle. The loan would be made using the lowest interest rate VanGo is currently receiving and be paid back with annual payments. These terms are the same terms used for the remodel loan. The Committee agree to recommend Council approve this purchase.

May Finance Committee Meeting

Blackmore will be unable to attend the normally scheduled May finance committee meeting. It was recommended that the meeting be moved to Friday, May 12th at 7:30. The committee agreed to this change.

The meeting was adjourned at 8:30 a.m.

COMMITTEE REPORT: TAC – April 19, 2017

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
April 19, 2017**

APPROVAL OF THE FEBRUARY 15, 2017 TAC MINUTES

The February 15, 2017 TAC meeting minutes were approved unanimously.

WORK SESSION

2045 Demographic Projections - Cindy DeGroen with the State Demography Office presented demographic projections for Larimer and Weld counties. Local government data such as institutional population, growth constraints, capacity/build out, and land use plans are needed to inform the State's small area projections, which feed the NFRMPO Land Use Allocation Model update.

ACTION ITEMS

March 2017 TIP Amendments - Kealy stated five projects are in the March 2017 TIP Amendment. Bracke requested removal of the US34 Bypass Signal at 83rd Ave from the Amendment to keep the project programmed in the TIP. Schneiders stated those funds may already be budgeted elsewhere. Lundquist moved to recommend Planning Council approval of the Amendment for four of the projects and to postpone a decision on the US34 Bypass Signal at 83rd Ave project until the May TAC meeting. Bracke seconded the motion and it passed unanimously.

FY2018-2019 UPWP - Karasko stated comments on the Draft FY2018-2019 Unified Planning Work Program (UPWP) were incorporated. Mallette moved to recommend Planning Council approve the FY2018-2019 UPWP. Lundquist seconded the motion and it passed unanimously.

DISCUSSION

Call for Projects and TIP Reconciliation - Kealy presented proposed revisions to correct errors discovered in the FY2020-2021 Call for Projects awards and associated TIP entries. The errors included incorrect local match, incomplete project costs, three projects that were awarded less funds than Planning Council approved, and over programming of funds in certain fiscal years. Bailey moved to approve the proposed revisions. Kemp seconded the motion and it passed unanimously.

Kealy stated the reconciliation TAC discussed at their February meeting allocated funds TAC had recommended for allocation in July 2016. She presented a proposed revision based on available FY17 funds. TAC members requested the information by email. The item will return for action in May.

2040 RTP Amendment #2 - Karasko stated a second call for 2040 RTP Amendments was held from March 10 through March 24 and one Amendment request was received for I-25 Additional Components from CDOT. Karasko identified the schedule for public comment and Planning Council discussion and action.

FHWA's Accelerated Innovation Deployment (AID) Demonstration Program - Lisa Streisfeld, CDOT, stated FHWA is looking for more applications for the AID Program. The program emphasizes performance metrics and provides funds to a variety of project types.

COMMITTEE REPORT: Mobility- Spring 2017

NEED A RIDE?

noco.findmyride.info

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



Mobility Coordination

In the North Front Range MPO



Larimer County Senior Transportation Needs Report Update

Larimer County’s *Senior Transportation Needs Report* is expected to be completed by June 2017. The report is satisfying a goal from Larimer County’s 2013-2018 Strategic Plan, which states “an evaluation of the transportation needs and challenges for seniors living in unincorporated Larimer County will be completed. Existing and new options for addressing those needs and challenges will be identified, prioritized, and implemented.” Four focus groups are being held throughout the County as part of the process.

The first focus group was held on February 7 in Red Feather Lakes. A second focus group was held on February 21 in Estes Park. Two more focus groups will be held in March in Berthoud and Laporte. These focus groups are discussing the current and future transportation needs of the senior populations living in unincorporated Larimer County.

At the Red Feather Lakes focus group, attendees stated there was interest in a bus route between Red Feather Lakes and Fort Collins. Although the feedback was from a small sample size, this is an important item to study further as part of the Larimer County *Senior Transportation Needs Report*.

Attendees at the Estes Park focus group discussed the weather and topography challenges seniors in the area face. They expressed an interest in expanding the service area and vehicle type of the existing Via Mobility service to address these challenges as well as proposing other volunteer driver programs both within the Estes area and to destinations including Denver, Fort Collins, and Boulder. There was a desire for increased education on existing services to improve trip planning.

2017 Coordinated Plan Update

As part of the planning process, NFRMPO staff has set up an outreach program to garner input on the existing services, needs, and the gaps between the two. The outreach program will consider feedback and input from older adults and people with disabilities, the organizations which provide care and transportation, and the caregivers who assist these populations.

The outreach program will have NFRMPO staff attend Senior Advisory Boards, Commissions on Disabilities, Transportation Advisory Boards, and other pertinent community organization meetings. NFRMPO staff will have booths at local events throughout the summer, similar to past years. Additionally, the Coordinated Plan must be recommended for approval by Council from both the Larimer County and Weld County Mobility Committees. As a result, the Coordinated Plan is a standing item at the bi-monthly LCMC and WCMC meetings.

Throughout the outreach process, NFRMPO staff will compile the feedback and identify the goals, strategies, and priorities for the Mobility Committees over the next four years. More information about the Coordinated Plan can be found at <http://bit.ly/2m2WQvL>.

Rider’s Guide Updates

More than 190 users have logged onto the online service to find potential service matches since January 1, 2017, with 89 percent of users being new. To request printed Rider’s Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023.

Larimer County Mobility Committee
Third Thursday every other month
1:30 p.m.—3:00 p.m.



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

Mobility Management Funding

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

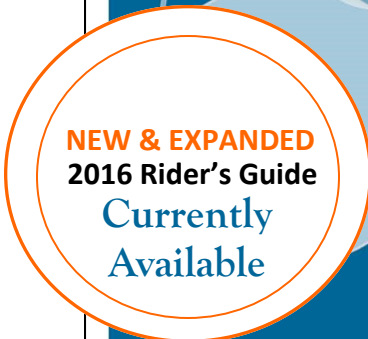
NFRMPO mobility coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. Examples include travel training, cooperative

research, public forums, program implementation, FTA grant administration and public education.

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



NEED A RIDE?
noco.findmyride.info
 NEW & EXPANDED 2016 Rider's Guide Currently Available
 North Front Range MPO
RIDERS GUIDE
 NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION



Larimer County Mobility Committee

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

Weld County Mobility Committee

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

The NFRMPO Coordinated Public Transit /Human Services Transportation Plan
 December 2013
 NFRMPO NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION
 Learn about the NFRMPO's Mobility Coordination goals and strategies
www.nfrmpo.org/mobility



For additional meeting details including agendas, notes & meeting location, visit nfrmpo.org/mobility

ACTION ITEM: 2016 Audited Financial Statements



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

To: NFRMPO Council

From Crystal Hedberg

Date May 4, 2017

Re: 2016 Audited Financial Statements

Background

Per the MPO's funding contracts, the Agency is required to have an annual independent audit of its financial statements. Per an opinion from the State of Colorado Auditors' office, the organization meets the definition of: local government: and therefore has to prepare and have audited calendar year (January 2-December 31) financial statements.

Eide Bailly performed the 2016 independent audit. Sara Kurtz and Carrie Endres, Eidie Bailly, met with the finance committee on April 20 to review the draft finance statement package, the audit opinion and required communication with management. The audit opinion states the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2016.

Both the MPO and VanGo™ programs finished the year under budget and increased their net financial position.

Upon approval, the Audited Financial Statements will be submitted to the Federal Highways Administration, Federal Transit Administration, Colorado Department of Transportation, Colorado Department of Public Health and Environment, State Auditors Department and the City of Fort Collins.

Action

The Finance Committee recommends that the NFRMPO Council review and approve the 2016 Audited Financial Statements.

ACTION ITEM: New Administrative Policy



419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
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Regional Transportation Planning
Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance and Operations Manager*

To: NFRMPO Council

From: Crystal Hedberg

Date: May 4, 2017

Re: Administrative Policy Statement – Locally Funded Staff Time

Background

During the normal course of business, the NFRMPO covers staff time with funding from federal and/or state grants. Annually the organization provides a holiday party for staff. In addition, Northern Colorado occasionally endures periods of severe inclement weather, in which the office may be closed. During the annual holiday party and any time the decision is made to close the office due to inclement weather, staff time is non-eligible to be reimbursed by any of our grants. This policy provides payment of staff time under these circumstance be paid by local match with Executive Director approval.

Action

The Finance Committee recommends that the NFRMPO Council review and approve Administrative Policy Statement -Locally Funded Staff Time.

Administrative Policy Statement - Locally Funded Staff Time

Purpose

The purpose of this policy is to describe leave use and compensation practices for employees during a NFRMPO enforced closure of the office or annual Holiday party.

Office Closures for Inclement Weather

The Executive Director or designee will determine if the NFRMPO offices will be closed during periods of severe inclement weather.

If the Executive Director or designee determines severe weather conditions and/or road closures require staff to not come to work, he/she may close the NFRMPO offices. Employees will be paid for their regular work schedule funded through local match.

If weather conditions prevent an employee from working as scheduled and the office is not closed, leave taken due to inclement weather is charged to that employee's vacation leave, floating holiday, accrued compensatory time or leave without pay if the employee is unable to work at home.

When there is predicted severe weather, staff will be given the option to take work home if possible to avoid using employee's leave if office is not closed.

Annual Holiday Party

The MPO plans a Holiday party annually for its employees. The maximum amount of compensated time will be four (4) hours while attending the party. Time spent at the party will be paid through local match.

ACTION ITEM: MPO & VanGo Reserve Policy Amendment



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Finance and Operations Manager*

To: NFRMPO Council

From Crystal Hedberg

Date May 4, 2017

Re: MPO and VanGo Reserve Policy Amendments

Background

A red lined versions of the Reserve Policy for the NFRMPO and VanGo™ are attached for your review.

In 2015, the NFRMPO Council approved an Operating Reserve policy for both the MPO and VanGo™ with a goal to achieve and maintain **three months** of operating costs based on budgeted numbers. This goal was met at the end of 2016. The proposed changes would do the following:

- Define the budget used to calculate the reserve (currently the organization works with three budgets per each calendar year, two (2) UPWP fiscal years and the state fiscal year).
- Change the calculation date to the end of the calendar year instead of during the budgeting process
- Increase the reserve from three (3) months to (6) months of budgeted costs.

The additional MPO reserve would be funded by contributions from the local agencies. The additional VanGo™ reserve would be funded with current cash or investment funds.

Also in 2015 the NFRMPO Council approve a Capital Reserve fund for VanGo™ with a goal of seven percent (7%) of net capital assets. After reviewing current funding available for the purchase of vehicles, staff determined twenty one percent (21%) of capital assets would be required to maintain the replacement of vehicles. This additional reserve would be funded with current cash or investments funds.

Action

The Finance Committee recommends that the NFRMPO Council review and approve the changes to the Reserve Policies for both the MPO and VanGo™.

The Finance Committee recommends to continue allocating any annual unused billed local match funds until the MPO fund is fully funded.

ACTION ITEM: Replacement of MPO Staff Vehicle



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Finance and Operations Manager*

To: Planning Council
From: Terri Blackmore
Date: June 2, 2016
Re: Replacement of the 2003 Honda Civic

Background

The NFRMPO owns two vehicles for staff in state travel, a 2003 Honda Civic Hybrid and a 2010 Toyota Van. The Civic is the vehicle used for trips to Denver unless there is inclement weather.

The Honda is fourteen years old with 150,000 miles. It currently has a maintenance issue that would require a minimum of \$900 of parts plus labor to repair. The hybrid battery pack has never been replaced. Kelley Bluebook value for sale to a private party is \$2,077. (With the Maintenance light on it is questionable that we would be able to sell the vehicle). The trade-in value would be \$658. The cost of a remanufactured hybrid battery pack would be \$2,179. Staff is recommending the MPO replace this vehicle instead of repairing it.

After researching vehicle options, the staff recommendation is to purchase a high mpg small SUV (not a hybrid given the amount of highway mileage). Although the FHWA and CDOT approved expensing the vehicle to CPG in the first year, that would restrict the vehicle's use to CPG grant funded tasks. The Finance Manager is recommending the NFRMPO borrow funds from VanGo™ using the same payback as the office remodel (four years plus interest) and expense it through the indirect rate.

The Finance Committee discussed the vehicle replacement at their April 20 meeting.

Action

NFRMPO Finance Committee recommend Planning Council approve the replacement of the 2003 Honda Civic.

ACTION ITEM: FY 2018-19 UPWP & 2018 Budget



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Finance and Operations Manager*

To: Planning Council
From: Terri Blackmore
Date: June 2, 2016
Re: FY 2018 and FY 2019 Unified Planning Work Program (UPWP)
and FY 2018 Budgets

Background

The NFRMPO staff provided a draft copy of the MPO and VanGo™ FY 2018 budgets to the Finance Committee at their March 23 meeting. The Finance Committee recommends the Planning Council approve the FY 2018 MPO and VanGo™ UPWP budgets and the required local match amounts.

The NFRMPO staff sent the FY 2018 and FY 2019 work tasks to the TAC on March 10 requesting comments and suggestions no later than . Staff requested TAC members provide any concerns, comments, or suggestions by Friday, April 7, 2017. Comments were received from GET, FHWA, Larimer County and RAQC. TAC recommends Planning Council approval of the FY 2018 and FY 2019 UPWP Tasks.

Approval of the FY 2018 and FY 2019 UPWP and FY 2018 Budget approval at the May4 meeting allows for CDOT and FHWA approval prior to October 1, 2016.

The full FY2018 and FY 2019 UPWP can be accessed here:
<http://bit.ly/2oV0fkZ>.

Action

NFRMPO TAC and Finance Committee recommend Planning Council approval of the FY 2018 and FY 2019 UPWP and FY 2018 MPO and VanGo™ budgets.



**RESOLUTION NO. 2017-10
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
APPROVING THE FY 2018 and FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)
AND FY 2018 BUDGET**

- WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and
- WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY 2018 and FY 2019 UPWP and a FY 2018 Budget and that identifies the work elements, tasks, and direct expenses associated with the budget; and
- WHEREAS**, the budget includes funding for the VanGo™ vanpool program that is self-sufficient through fares and other funding sources; and
- WHEREAS**, the UPWP and budget have been constructed to allocate expenses as direct to a program where possible to reduce the indirect rate while more accurately reflecting true program costs; and
- WHEREAS**, the FY 2018 and FY 2019 UPWP has continued the trend to reduce the use of STP Metro funds for planning to allow for more construction funds; and
- WHEREAS**, the NFRMPO has budgeted \$1,540,493 for planning efforts required by the Federal Highway and Federal Transit Administrations in conjunction with the Colorado Department of Transportation including \$956K in Consolidated Planning Grant funds, \$113K in STP Metro funds, \$120 State Planning and Research (SPR) funds, \$34K in FTA §5310 funds, \$25K in CDPHE funds, and \$255K in local match in addition to the VanGo™ Budget detailed below.
- WHEREAS**, the NFRMPO has budgeted \$774,589 for VanGo™ operations including \$615K in VanGo™ fares and \$160K in Fort Collins sales tax funds (exchanged for FTA §5307).
- NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the FY 2018 and FY 2019 Unified Planning Work Programs (UPWP) and FY 2018 Budget and requisite match funds.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of May, 2017.

Kevin Ross, Chair

ATTEST:

Terri Blackmore, Executive Director

ACTION ITEM: Appointment of Senior Representative for TAC



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Finance and Operations Manager*

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: May 4, 2017

Re: Appointment of a Senior Transportation Representative for the Technical Advisory Committee (TAC)

Background

Planning Council appointed Gary Thomas as the non-voting Senior Transportation Representative to the Technical Advisory Committee (TAC) in 2012. In June 2017, Gary Thomas will retire as the Executive Director of Senior Alternatives in Transportation (SAINT) after 15 years of service. As a result, Planning Council has requested NFRMPO staff make a recommendation for a new Senior Transportation Representative to TAC.

NFRMPO staff recommends the following:

- **Janet Bedingfield as the TAC Senior Transportation Representative.** Ms. Bedingfield is the Executive Director of the Greeley-based volunteer transportation provider Senior Resource Services (SRS), which provides rides for seniors throughout Weld County. She is also the current Chair of the Weld County Mobility Committee (WCMC).
- **Katy Mason as the Senior Transportation Alternate.** Ms. Mason is the Program Coordinator for the Larimer County Office on Aging. She is the Project Manager for Larimer County's *Senior Transportation Needs Report*. She is an active member of both the Larimer County Mobility Committee (LCMC) and Senior Transportation Coalition (STC).

Action

NFRMPO requests Planning Council members review the recommendation and approve Janet Bedingfield as the Senior Transportation Representative for the TAC and Katy Mason as Alternate.

ACTION ITEM: March 2017 TIP Amendment

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
May 4, 2016 Berthoud	March 2017 TIP Amendment	Medora Kealy

Objective / Request Action

To approve the March 2017 TIP Amendment into the FY 2016-2019 TIP and the FY 2018-2021 TIP.

- Report
- Work Session
- Discussion
- Action

Key Points

NFRMPO staff received five Amendment requests including two project additions and three project revisions. TAC recommends Planning Council approve four of the five Amendment requests.

TAC recommends Planning Council approve the following requests:

CDOT requested revisions to two projects in the FY2016-2019 TIP and FY2018-2021 TIP:

- Adding \$16,896k in FY17 and \$1,638k in FY18 with Emergency Relief (ER) Federal/State funds for the 2013 Flood Recovery
- Replacing \$2,368k STP Metro Federal funds with \$2,368k STP Metro State funds in FY17 and FY18 for Horsetooth and College Intersection Improvements in pilot de-federalization program

CDOT requested the addition of one project in FY17 to the FY2016-2019 TIP:

- SH60: Weld County Road 40 project funded with \$1,900k Federal TCC Contingency funds for intersection safety improvements and constructing auxiliary lanes

Fort Collins requested the addition of one project in FY18 to the FY2016-2019 TIP and FY2018-2021 TIP:

- FLEX Bus Replacements project funded with \$960k FASTER Transit Statewide funding and \$240k local funding

TAC does not recommend Planning Council approve the following request at this time:

CDOT requested revisions to one project in the FY2016-2019 TIP and FY2018-2021 TIP:

- Removing US34 Bypass Signal at 83rd Ave from the Non-Regionally Significant Regional Priority Program Pool and decreasing the pool total by \$600k Federal and \$900k local in FY19

Table 1: Requested Amendment Projects' Funding

Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Total
Federal	\$3.07M	\$1.90M	(\$2.97M)	\$2.00M
Federal/State (ER Funds)	\$28.14M	\$18.53M	-	\$46.68M
State	\$0.55M	\$3.33M	-	\$3.88M
Local	\$1.99M	\$0.24M	(\$0.90M)	\$1.33M
Total	\$33.75M	\$24.00M	(\$3.87M)	\$53.89M

Table 2: TAC Recommended Amendment Projects' Funding

Funding Source	Currently Programmed	Amendment Additions	Amendment Reductions	Amendment Total
Federal	\$3.07M	\$1.90M	(\$2.37M)	\$2.60M
Federal/State (ER Funds)	\$28.14M	\$18.53M	-	\$46.68M
State	\$0.55M	\$3.33M	-	\$3.88M
Local	\$1.99M	\$0.24M	-	\$2.23M
Total	\$33.75M	\$24.00M	(\$2.37M)	\$55.39M

Committee Discussion
This is the first and only time Planning Council will see the March 2017 TIP Amendment.
Supporting Information
<p>The 30-day Public Comment period for the March 2017 TIP Amendment began on April 12 and concludes on May 12. Planning Council Action is contingent on no negative public comment received by May 12.</p> <p>The March 2017 TIP Amendment will amend the FY2016-2019 TIP and the FY2018-2021 TIP. The FY2018-2021 TIP was adopted on March 2, 2017 and will become effective on October 1, 2017. Amending both TIPs concurrently will facilitate a smoother transition between the two TIPs.</p> <p><u>Funding Types and Uses</u></p> <p>FASTER Transit Statewide funds are awarded by the CDOT Division of Transit and Rail to statewide, interregional, and regional projects. Projects that have been awarded funds include new or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.</p> <p>TCC Contingency are budgeted discretionary funds allocated by the Transportation Commission of Colorado to unexpected projects.</p> <p>The FHWA Emergency Relief (ER) Program provides funds for repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause.</p> <p>STP Metro provides flexible funding for Federal-aid highways, bridge and tunnel projects on any public road in addition to pedestrian and bicycle infrastructure and transit capital projects.</p> <p>The Non-Regionally Significant Regional Priority Program (RPP) provides funds for non-regionally significant projects. The RPP is allocated to CDOT regions and is used for a variety of project types.</p>
Advantages
Approval of the March 2017 TIP Amendment ensures available funds are assigned to projects in a timely manner and the FY2016-2019 TIP and FY2018-2021 TIP remain fiscally constrained.
Disadvantages
The Amendment request not recommended by TAC for approval by Planning Council was submitted for removal by CDOT, the project sponsor. The project is currently programmed in the TIP with \$600k Federal from the Non-Regionally Significant Regional Priority Program pool and \$900k local from the City of Greeley. CDOT staff indicated the \$600k Federal funds may already be budgeted for another project.
Analysis /Recommendation
TAC recommended Planning Council approve four of the five projects in the March 2017 TIP Amendment at their April 19, 2017 meeting. The approval is contingent on no negative public comment by May 12. At the request of the City of Greeley, TAC decided to postpone a recommendation on the removal of the US34 Bypass Signal at 83 rd Ave project from the Non-Regionally Significant Regional Priority Program until their May 17, 2017 meeting.
Attachments
<ul style="list-style-type: none"> • Resolution No. 2017-11 • March 2017 Policy Amendment Form



RESOLUTION NO. 2017-11
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MARCH 2017 AMENDMENT TO THE FY2016-2019 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) AND TO THE FY2018-2021 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 and the FY2018-2021 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 Findings conducted on the FY2016-2019 TIP and FY2018-2021 TIP were positive, and all of the projects come from the conforming amended 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity findings on the FY2016-2019 TIP and FY2018-2021 TIP;

WHEREAS, the FY2016-2019 TIP and FY2018-2021 TIP remain fiscally constrained;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2016-2019 TIP and FY2018-2021 TIP by adding or revising the following projects and funding:

- Emergency Relief (ER)
 - Adding \$16,896k in FY17 and \$1,638k in FY18 with Emergency Relief (ER) Federal/State funds for the 2013 Flood Recovery
- STP Metro
 - Replacing \$2,368k Federal funds with \$2,368k State funds in FY17 and FY18 for Horsetooth and College Intersection Improvements in pilot de-federalization program
- TCC Contingency
 - Adding the SH60: Weld County Road 40 project for intersection safety improvements and constructing auxiliary lanes with \$1,900k Federal funding in FY17
- FASTER Transit
 - Adding the FLEX Bus Replacements project with \$960k State funding and \$240k Local funding in FY18

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of May, 2017.

Kevin Ross, Chair

ATTEST:

Terri Blackmore, Executive Director

FY 2016 - FY 2019 And FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)
North Front Range Transportation & Air Quality Planning Council
Policy Amendment #2017-03-A

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 4/24/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 16-19 TIP TOTAL	FY 18-21 TIP TOTAL	FY 22	FY 23
Emergency Relief																	
PREVIOUS ENTRY SST7048	2017-054	2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State		28,144	0	28,144	0	0	0	0	28,144	0	0	0
							0	0	0	0	0	0	0	0	0	0	0
							0	0	0	0	0	0	0	0	0	0	0
						Total	28,144	0	28,144	0	0	0	0	28,144	0	0	0
REVISED ENTRY SST7048	2017-054	2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State	ER	28,144	0	45,040	1,638	0	0	0	46,678	1,638	0	0
							0	0	0	0	0	0	0	0	0	0	0
							0	0	0	0	0	0	0	0	0	0	0
						Total	28,144	0	45,040	1,638	0	0	0	46,678	1,638	0	0
Reason: Additional ER funds awarded for Permanent FY13 Flood Repairs. Increase FY17 \$16,896k and FY18 \$1,638k for projects: US34D (18th St), SH60 & SH257 Little Thompson Structures, US34 Big Thompson Canyon mp 83.5-88.																	
STP Metro																	
PREVIOUS ENTRY SNF5788-039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins		Federal	STU	0	0	1,253	1,115	0	0	0	2,368	1,115	0	0
					Local	L	0	0	260	232	0	0	0	492	232	0	0
					Total		0	0	1,513	1,347	0	0	0	2,860	1,347	0	0
REVISED ENTRY SNF5788-039	2017-004	Horsetooth and College Intersection Improvements	Fort Collins	Intersection Improvements	Federal	STU	0	0	0	0	0	0	0	0	0	0	0
					State	SHF	0	0	1,253	1,115	0	0	0	2,368	1,115	0	0
					Local	L	0	0	260	232	0	0	0	492	232	0	0
					Total		0	0	1,513	1,347	0	0	0	2,860	1,347	0	0
Reason: Replacing Federal funds with State funds to include project in pilot de-federalization program																	
TCC Contingency																	
NEW ENTRY	2017-055	SH60: Weld County Road 40	CDOT Region 4	Intersection Safety Improvements	Federal	STA	0	0	1,900	0	0	0	0	1,900	0	0	0
				Construct auxiliary lanes	State	SHF	0	0	0	0	0	0	0	0	0	0	0
					Local	L	0	0	0	0	0	0	0	0	0	0	0
					Total		0	0	1,900	0	0	0	0	1,900	0	0	0
Reason: Adding new project within North Front Range MPO area. Project is funded with TCC directed funds.																	
FASTER Transit																	
NEW ENTRY	2018-12	FLEX Bus Replacements	Fort Collins	Transit Vehicle Replacements	State	FAS	0	0	0	960	0	0	0	960	960	0	0
					Local	L	0	0	0	240	0	0	0	240	240	0	0
					Local Overmatch	LOM	0	0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	1,200	0	0	0	1,200	1,200	0	0
Reason: Recent Capital award from CDOT, announced 2/22/17																	
Non-Regionally Significant Regional Priority Program																	
PREVIOUS ENTRY SR46600		Non-Regionally Significant Regional Priority Program Pool	CDOT	Safety and Bridge Replacement	Federal	STA	1,350	0	0	0	700	0	0	700	700	0	0
		Funding amounts allocated for the North Front Range Region	Region 4		State	SHF	280	0	300	0	250	0	0	550	250	0	0
					Local	L	0	0	0	0	1,500	0	0	1,500	1,500	0	0
					Total		1,630	0	300	0	2,450	0	0	2,750	2,450	0	0
		Projects: SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)															
		SR46600.058 US34 Bypass Signal at 83rd Ave															
		SR46600.059 US85: Signal at WCR 76 N. of Eaton															
		SR46600.060 R4 SH60 Over the South Platte River															
REVISED ENTRY SR46600	NF0746	Non-Regionally Significant Regional Priority Program Pool	CDOT Region 4	Safety and Bridge Replacement	Federal	STA	1,350	0	0	0	100	0	0	100	100	0	0
		Funding amounts allocated for the North Front Range Region			State	SHF	280	0	300	0	250	0	0	550	250	0	0
					Local	L	0	0	0	0	600	0	0	600	600	0	0
					Total		1,630	0	300	0	950	0	0	1,250	950	0	0
		Projects: SR46600.054 Ft Collins CBC Underpass (College Ave S/O Foothills Parkway)															
		SR46600.058 US85: Signal at WCR 76 N of Eaton															
		SR46600.060 R4 SH60 over the South Platte River															
Reason: Removing US34 Bypass Signal at 83rd Ave from project list. Pool balance will decrease by \$1,500k (\$600k Fed / \$900k Local)																	

Note: Strikethrough indicates Amendment request not recommended by TAC for approval by Planning Council

DISCUSSION ITEM: 2040 RTP Amendment #2



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

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*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: Becky Karasko
Date: May 4, 2017
Re: 2040 RTP Amendment #2

Background

NFRMPO staff held a call for the second round of 2040 RTP Amendments from Friday, March 10, 2017 through Friday, March 24, 2017. One Amendment request was received: I-25 Additional Components. Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval. Pending Planning Council approval, the project will be amended into the 2040 RTP Amendment #2.

Action

TAC requests Planning Council members review the attached 2040 RTP Amendment #2 and provide comments.



COLORADO

Department of Transportation

Region 4

Regional Director's Office
10601 W. 10th Street
Greeley, CO 80634-9000

March 23, 2017

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

Dear Ms. Blackmore,

Re: 2040 Regional Transportation Plan Amendment Request

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

Within the next four years, one new express lane in each direction, replacement of key bridges, reconstructed interchanges, Intelligent Transportation Systems technology, multi-modal and safety components will be constructed within the North Front Range. CDOT will employ a Design/Build contractor to expedite the design and construction of these improvements.

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

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

Sincerely,

 for Johnny Olson

Johnny Olson, P.E.
Region 4 Transportation Director

Attachment

JWO:KS:mbc

ec: J. Eussen / K. Schneiders
C. Stewart
H. Paddock / S. Rees
File

10601 W. 10th Street, Greeley, CO 80634 P 970.350.2103 F 970.350.2181 www.coloradodot.info
John W. Hickenlooper, Governor | Shailen Bhatt, CDOT Executive Director



**2040 RTP Amendment
Request Form
2017**



Due to NFRMPO Staff no later than 5:00 p.m. Friday, March 24, 2017

Requesting Agency Information		
Project Sponsor Agency: Colorado Department of Transportation	Agency Contact: Johnny Olson	Telephone: 970/ 350-2101
Mailing Address: 10601 West 10th Street		Email Address: j.olson@state.co.us
City: Greeley	State: CO	ZIP Code: 80634
Additional Financial Sponsors (if applicable): City of Fort Collins, Town of Johnstown, Larimer County, City of Loveland, Town of Timnath, Weld County		
Project Description		
Project Name: I25 Additional Components	Jurisdiction(s): Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor	
Project Location (attach map of project location as well): North I-25 and associated areas	Project Type (Mobility, Safety, Bridge, etc.): Mobility, Bridge, Safety, Operations	
Project Limits (to and from): US34: 95.8 - 97.2 / I25: MP 253.75 - MP 270	Project Length (miles): 1.5 miles / 20 miles	
Is this part of an ongoing project? If so, please describe. Yes. The US34 Environmental Assessment identified widening from 4 to 6 lanes in key locations within Loveland and Johnstown. Yes. The North I-25 Final Environmental Impact Statement (FEIS) studied from Denver Union Station to SH14 in Fort Collins.		
Project Description: Widen from 4 to 6 lanes, plus auxiliary lanes of US34, safety improvements, signing, striping. Extension of 2 Express Lanes (one each direction), reconstruction of failing pavement, replacement of appropriate structures, interchange improvements, ITS technology and operational improvements on I25		
Project Phase(s), if applicable (Construction, Design, ROW, etc.): Design / Utilities / Construction	Fiscal Year(s) of Construction: 2018-2020	
Reason for Amendment request: To expedite components currently included in the 2040 LRP, the project partners request that the identified components be expedited to 2020 in light of additional funds and costs savings associated with the Design/Build process		

2040 RTP Goals, Objectives, Performance Measures, and Targets

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

MPO Goal	<u>Performance Measure(s)</u>	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	"-Conforms to Air Quality Conformity-Investment in Infrastructure"	The project will improve mobility and provide a sustainable alternative to congestion on I25 and US34. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the express lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes. The rehabilitation and replacement of key bridges in the corridor are sound investments that will allow the final alignment of I-25 to be constructed in the near future. All of these improvements reduce vehicle idling by keeping traffic moving along these heavily traveled corridor.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Reliable travel times	Installation of express lanes, with associated operational and safety improvements throughout the project segments encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow. Widening mainline US34 added needed capacity to accommodate growing traffic volumes.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	"-Support transportation services for all including the most vulnerable and transit dependent populations. -Implement RTE, Regional Bike Plan and North I-25 EIS"	Extending the express lanes further south provides additional trip reliability to travelers who choose carpooling, vanpooling, public transit, or paying to use express lanes while driving alone. The US34 widening project includes shoulders for non-motorized users, providing a critically needed crossing of I25
Goal 4: Optimize operations of transportation facilities	"-Use TDM techniques to reduce congestion and optimize the system. -Implement ITS -Reduce project delivery time frame"	Carpooling / vanpooling services will be enhanced through more reliable travel times due to use of the express lane. The installation of state of the industry ITS components will aid the express lanes tolling and operations, as well as increased traveler information (travel time, ramp metering, etc). By utilizing Design / Build methodology, the project will be constructed quickly while taking advantage of contractor creativity.

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

Project Funding

Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
see attached			

Total Project Cost	\$ 0.00	-
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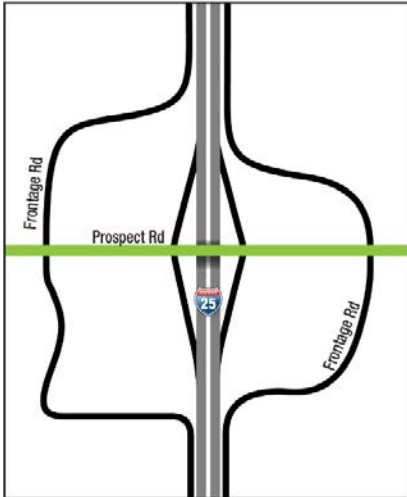
Supporting documentation attached or linked (optional):
i.e. *Studies, Master Plans, Comprehensive Plans*

"<https://www.codot.gov/projects/north-i-25-eis><https://www.codot.gov/library/studies/us34us287lcr3EA-FONSI>"

Submit completed form to Becky Karasko at bkarasko@nfrmpo.org no later than 5:00 p.m. on Friday, March 24, 2017.

Component A: Prospect Road Interchange Reconstruction

The Colorado Department of Transportation (CDOT), the City of Fort Collins, the Town of Timnath and private developers (Partnership) are seeking to **advance** the completion year of the reconstruction of the Prospect Road / Interstate 25 (I25) Interchange in the 2040 Regional Transportation Plan to **open in 2020**.



Prospect Road is one of four interchanges along I25 in the Fort Collins area. Acting as an east/west reliever route for State Highway 14 (SH14) and Harmony Road, Prospect Road provides direct access to Colorado State University’s main and Veterinary Campuses. With the September 2017 opening of the new stadium on campus, the Prospect Road Interchange will play a greater role in serving campus events.

In 2015, Prospect Road carried 18,000 vehicles per day at the I25 Interchange on a two-lane undivided roadway. Inadequate shoulders make navigation difficult for non-motorized vehicles.

The Partnership identified a number of funding resources that would allow reconstruction of the existing structure to include a four-lane roadway with adequate shoulders and safety treatments. The new interchange is

anticipated to cover from Summit View Drive to Larimer County Road 5, 1.6 miles including additional lanes. Design and construction will be included in the I25 Design/Build Project to take advantage of economies of scale and reduced mobilization costs. As shown below, the cost of the interchange reconstruction is \$24 million, with an additional \$6.5 million identified for Urban Design elements. Proposed design elements include wall treatments similar to SH392 Interchange, plus landscaping and irrigation within the interchange footprint.

Additional Funding Sources to complete Prospect Road Interchange Reconstruction

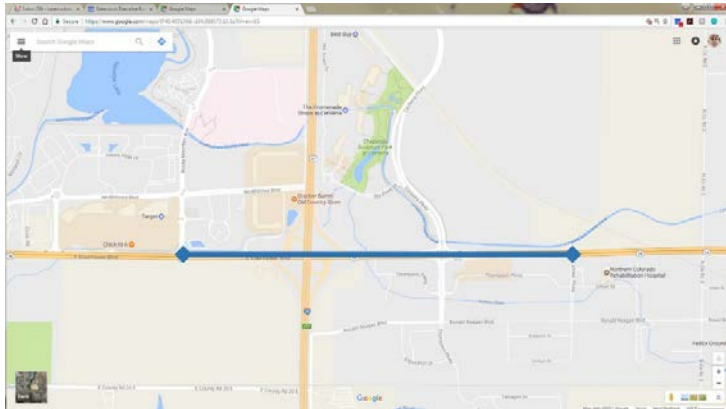
<i>Provider</i>	In millions				Sub-Total
	FY 2018	FY 2019	FY 2020	FY 2021	
<i>Local Agencies</i>	4	4	4		12.0
<i>Private Developers</i>	2	2	2.5		6.5
<i>Colorado DOT</i>	6	6	0		12.0
<i>Totals</i>	12	12	6.5		\$30.5

This component was not included in the prior 2040 Plan Amendment Request because of on-going negotiations to expedite the project, and identify adequate funding resources.

Component B: US34 Widening: I25 to Larimer Parkway (LCR3E)

CDOT is seeking to **advance the widening** of US Highway 34 (US34) from four lanes to six lanes from I25 to Larimer Parkway (Larimer County Road 3E), which is already identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

US34 is a congested, four-lane road providing connections between Loveland, Johnstown, Windsor and Greeley. The roadway provides access to key retail districts, medical facilities, and employment opportunities and serves as the gateway to Rocky Mountain National Park. Identified on the National Highway System, US34 is also a designated freight corridor for Colorado's Freight network.



The 2040 Regional Transportation Plan describes the Vision for US34 as increased mobility, while maintaining the system and safety. In 2015, 52,000 vehicles per day traveled within the project area, included 2,200 trucks bringing goods into and out of the North Front Range region. Volume-to-capacity ratio for the project area ranges from 0.75 to 1, indicating the roadway operates at or near congestion.

Inadequate shoulders force non-motorized users to navigate to other crossings over I25.

In the US34: I25 to US85 Corridor Optimization Study, widening from four lanes to six lanes was identified as the highest priority project. Recently, CDOT identified funding resources to widen US34 from Rocky Mountain Avenue to Larimer Parkway (LCR3E), from four to six lanes with standard shoulders, including bridge widening over I25 and safety treatments. A plan amendment is requested to expedite the I25 to Larimer Parkway for an additional 1.0 miles. This would bring the entire construction area into the 2020 Opening Year within the existing plan. The estimated cost of the widening is \$12 million.

Additional Funding Sources to Complete US34: Widening from Rocky Mountain Avenue to Larimer Parkway

	In millions				
<i>Provider</i>	FY2018	FY2019	FY2020	FY2021	Sub-Total
<i>FASTER Safety</i>				4.0	4.0
<i>Surface Treatment</i>				6.6	6.6
<i>State Highway Funds</i>				1.4	1.4
<i>Totals</i>				12.0	\$12.0

There is on-going discussion about the best construction method for this component. CDOT retains the right to include this work under the I25 Design/Build contract or to construct it using the traditional Design/Bid/Build approach.

Component C: Additional Requested Elements

CDOT is seeking to **advance** the completion year of the Additional Requested Elements (AREs) identified below, which are identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

The North I25, SH 14 to SH 402 project expands I-25 with the addition of an Express Lane. This project is a result of the convergence of local funding partners, a federal grant, traditional highway funding and innovative contracting.

The project is using the innovative contracting method known as Design/Build, which is a best-value contracting mechanism that awards innovation and efficiency.

With the Design/Build process, CDOT can increase the competitiveness among the bidders and expand the scope of the project without increasing the set total budget. The Design/Build bidders have the opportunity to add additional elements, beyond the base case, into their proposal for the same total price. The submitted proposals are objectively scored, with additional points awarded to proposals that include any AREs.

The AREs for the North I25 project are defined in the Request for Proposal. While it is unknown at this time which, if any, AREs will become part of the project, it is necessary to be prepared for this possibility based on the rapid time frame under which the selected Design/Build team must proceed. One of the ARE's, the reconstruction of I25/ SH402 interchange, has a contribution of local funding and a right-of-way donation included when it is able to move forward.

Therefore, CDOT is requesting an amendment to the 2040 Regional Transportation Plan to include the additional funding sources for the I25/SH402 interchange and the advancement of the AREs to open in 2020.

The AREs include the following:

- Reconstruction of I25 / SH402 Interchange to FEIS alignment
- Extension of the express lanes from milepost (MP) 255.2 south to MP 253.7, a distance of 1.5 miles
- Reconstruction of the I25 mainline bridges over the Big Thompson River
- Reconstruction of the Frontage Road bridges over the Big Thompson River
- Reconstruction of Larimer County Road 20 bridge over I25
- Reconstruction of the Great Western Railway Bridge over I25

Additional Funding Sources to Construct SH402 Interchange at I25 to FEIS Preferred Alternative

	In millions				
<i>Provider</i>	FY2018	FY2019	FY2020	FY2021	Sub-Total
<i>Local Agencies</i>	7	7			14.0
<i>ROW Donation</i>		2			2.0
<i>Totals</i>	7	9			\$16.0

**North I-25 Plan Amendment to NFR MPO: SH56 to SH14
Revenues by Fund Source**

<i>Fund Source (millions)</i>	2040 Plan Timeframes								<i>Fund Source</i>	
	<i>FY17</i>	<i>FY18</i>	<i>FY19</i>	<i>FY20</i>	<i>FY21</i>	<i>FY22-25</i>	<i>FY26-30</i>	<i>FY31-35</i>		<i>FY36-40</i>
RPP- NFR						\$ 8	\$ 10	\$ 10	\$ 10	RPP- NFR
RPP I25 Design	\$ 4.9					\$ 5	\$ 6	\$ 6	\$ 6	RPP I25 Design
FASTER Safety						\$ 11	\$ 14	\$ 14	\$ 14	FASTER Safety
Tolling Revenue						\$ -	\$ 5	\$ 25	\$ 25	Tolling Revenue
Surface Treatment						\$ 40	\$ 50	\$ 50	\$ 50	Surface Treatment
RAMP	\$ 4.0					\$ -	\$ -	\$ -	\$ -	RAMP
TC Contingency	\$ 6.5	\$ 38.0	\$ 60.0	\$ 37.0		\$ -	\$ -	\$ -	\$ -	TC Contingency
Loan (HPTE)				\$ 18.0	\$ 32.0	\$ -	\$ -	\$ -	\$ -	Loan (HPTE)
Strategic Transit		\$ 5.0				\$ -	\$ 41	\$ -	\$ -	Strategic Transit
RoadX		\$ 2.0				\$ -	\$ -	\$ -	\$ -	RoadX
Freight						\$ 15	\$ 15	\$ 15	\$ 15	Freight
Local	\$ 5.0	\$ 15.0	\$ 16.5	\$ 21.0		\$ -	\$ -	\$ -	\$ -	Local
TIGER Award		\$ 15.0				\$ -	\$ -	\$ -	\$ -	TIGER Award
Water Quality		\$ 2.0	\$ 2.0	\$ 3.3		\$ -	\$ -	\$ -	\$ -	Water Quality
Bridge Enterprise				\$ 6.0		\$ -	\$ -	\$ -	\$ -	Bridge Enterprise
Strategic Funds						\$ -	\$ 64	\$ -	\$ -	Strategic Funds
Flexible Funds - RTP						\$ -	\$ 22	\$ -	\$ -	Flexible Funds - RTP
Loveland \$ (I25 / US34)						\$ -	\$ 15	\$ -	\$ -	Loveland \$ (I25 / US34)
STP-Metro / CMAQ						\$ 5	\$ 15	\$ -	\$ -	STP-Metro / CMAQ
	\$ 20.4	\$ 77.0	\$ 78.5	\$ 85.3	\$ 32.0	\$ 83.9	\$ 256.5	\$ 119.9	\$ 119.9	\$ 873.4
	\$ 20.4			TIP	\$ 272.8					

