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 Kathy Gilliland  
 Transportation Commission

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

**Next Council Meeting**  
**July 6, 2017**  
**Severance Town Hall**  
**3 S Timber Ridge Parkway**  
**Severance, CO**

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**MEETING AGENDA**  
 June 1, 2017

Weld County Administration Building  
 Event Center Room  
 1150 O Street  
 Greeley, CO

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

**Pledge of Allegiance**

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

Anyone in the audience will be given time to speak to 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-May 4, 2017 (Pg. 7)

**Lead Planning Agency for Air Quality Agenda**

Estimated Time

**COUNCIL REPORTS:**

3. Air Pollution Control Division Report (Pg. 15) (Written Report)

**Metropolitan Planning Organization (MPO) Agenda**

Estimated Time

**REPORTS:**

- |                                       |                  |       |
|---------------------------------------|------------------|-------|
| 4. Executive Director Report (Pg. 16) | Terri Blackmore  | 5 min |
| 5. Report of the Chair (Pg. 20)       |                  |       |
| • Professional Development Plan       | Kevin Ross       | 5 min |
| 6. Finance (Pg. 22)                   | Tom Donnelly     | 5 min |
| 7. TAC (Pg. 25)                       | (Written Report) |       |

**CONSENT ITEM:**

8. 2040 RTP Amendment #2 (Pg. 26) Becky Karasko

**ACTION ITEMS:**

- |  |                   |        |
|--|-------------------|--------|
| 9. 1 <sup>st</sup> Qtr. Unaudited Financials (Pg. 35)                                  | Crystal Hedberg   | 5 min  |
| 10. Loan for MPO Staff Vehicle (Pg. 48)  | Crystal Hedberg   | 5 min  |
| 11. Professional Development Funding   | Blackmore/Hedberg | 5 min  |
| 12. Professional Development Contract  | Blackmore/Hedberg | 5 min  |
| 13. May 2017 TIP Amendments (Pg. 49)   | Medora Kealy      | 5 min  |
| 14. FY17 CMAQ and STP Metro Additional Reconciliation Allocation (Pg. 55)              | Medora Kealy      | 5 min  |
| 15. Evans US85 Access Control at 31 <sup>st</sup> Street Project Scope Change (Pg. 58) | Dawn Anderson     | 10 min |

**PRESENTATION:**

16. DOLA 2050 Demographic Projections Elizabeth Garner 40 min

**DISCUSSION ITEM:**

17. Regional Travel Demand Model  
 Transportation Analysis Zones Update (Pg. 61) Ryan Dusil 20 min

**COUNCIL REPORTS:**

- |                              |                  |        |
|------------------------------|------------------|--------|
| Transportation Commission    | Kathy Gilliland  | 15 min |
| CDOT Region 4                | Johnny Olson     |        |
| I-25 Update                  | Gerry Horak      |        |
| US 34 Coalition              | Tom Donnelly     |        |
| STAC (Pg. 63)                | (Written Report) |        |
| Host Council Member Report   | Sean Conway      |        |
| Other Council Member Reports | Council Members  |        |

**MEETING WRAP-UP:**

- Next Month's Agenda Topic Suggestions 5 min



## **MPO MEETING PROCEDURAL INFORMATION**

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
  - MPO Chair introduces the item; asks if formal presentation will be made by staff
  - Staff presentation (optional)
  - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
  - Planning Council questions of staff on the item
  - Planning Council motion on the item
  - Planning Council discussion
  - Final Planning Council comments
  - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

## GLOSSARY

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

<b>FASTLANE</b>	Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (a competitive federal funding source for freight improvements)
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FRA</b>	Federal Railroad Administration
<b>FY</b>	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>HOV</b>	High Occupancy Vehicle
<b>HPTE</b>	High-Performance Transportation Enterprise (Colorado)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MDT</b>	Model Development Team
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NO<sub>x</sub></b>	Nitrogen Oxide
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>PL112</b>	Federal Planning (funds)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RTP</b>	Regional Transportation Plan
<b>RTP (see TAP or TA)</b>	Recreational Trails Funds - FHWA Environment funds
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)

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

# NFRMPO Council Meeting

Weld County Administration Building  
1150 O Street, Greeley

Weld County Administration Building



0.95 0.475 0 0.95 Miles

2:34:00 - MPO - REFERENCE Maps, etc Maps Director To WCA Admin Building.mxd  
Prepared by: JMoat  
Creation Date: 1/24/2012



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

**May 4, 2017  
Berthoud Town Hall  
807 Mountain Ave.  
Berthoud, CO**

**Voting Members**

**Present**

**Tom Donnelly-Vice  
Chair**

Jennifer Baker

Mark Clark

Gerry Horak

Robb Casseday

Tom Donnelly

Paula Cochran

Joan Shaffer

Linda Meisner

Don Brookshire

Paul Steinway

Sean Conway

Kristie Melendez

-Larimer County

-Berthoud

-Evans

-Fort Collins

-Greeley

-Larimer County

-LaSalle

-Loveland

-Milliken

-Severance

-Timnath

-Weld County

-Windsor

**Absent**

Chris Colclasure

Kevin Ross

Troy Mellon

\*No member

-CDPHE

-Eaton

-Johnstown

-Garden City

**MPO Staff:**

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

**In Attendance:**

Dawn Anderson, David Averill, Jeff Bailey, Leah Browder, David Droege, Walt Elish, Carrie Endres, Jim Eussen, Jamie Grim, Joel Hemesath, Myron Hora, Wayne Howard, Sara Kurtz, Janet Lundquist, Johnny Olson, Robin Stoneman, Suzette Mallette, Steve Mulvihill, Mitch Nelson, Karen Schneiders, Gary Thomas, Nick Wharton.

Vice Chair Donnelly called the MPO Council meeting to order at 6:02 p.m.

**PUBLIC COMMENT:**

David Droege of Longmont handed out seven pages of information titled *Understanding Bike Commuting Safety Concerns by Implementing a Regional Bike to Work Survey for the NFRMPO* to the Council and read verbatim the letter on pages 1-2.

Vice Chair Donnelly thanked Droege for the information

**APPROVAL OF THE MEETING AGENDA:**

*Casseday moved to approve the May 4, 2017 Meeting Agenda. The motion was **seconded** and **passed** unanimously.*

**APPROVAL OF THE MINUTES:**

Donnelly questioned the status of the Western Regional Alliance Membership which had been laid on the table at the March meeting. Blackmore replied there was no new information and no action scheduled, therefore the item would not be taken from the table.

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

**Lead Planning Agency for Air Quality Agenda**

Vice Chair Donnelly opened the Air Quality portion of the meeting.

Air Pollution Control Division Report:

A written report was provided.

Regional Air Quality Council:

A written report was provided. Blackmore added that there will be a presentation on Front Range Air Pollution and Photochemistry Experiment (FRAPPE) studies and other air quality studies at the June meeting adding that Medora Kealy had attended the FRAPPE presentation at the April 20<sup>th</sup> Science Forum and could provide more information for anyone wanting more details. Blackmore will report back to the Council following the June meeting.

**Metropolitan Planning Organization (MPO) Agenda**

Vice Chair Donnelly opened the MPO portion of the meeting.

**REPORTS:**

Executive Director Report:

Terri Blackmore, Executive Director, briefly reviewed the May 2017 Director's Report highlighting the following:

- 2017 Conflict of Interest forms need to be signed by all Council members and turned in to staff.
- Updated project schedules were provided as a handout.
- Title spacer pages in the packets will be removed if agreeable to Council.
- VanGo™ has chosen to purchase new vans from Pederson Toyota due to poor safety ratings on Dodge vans. The MPO is currently awaiting CDOT approval.
- Front Range Rail bill (SB 17-153) which will change the Southwest Chief Commission to the Front Range Rail Commission, has passed the Colorado House and is awaiting signature by Governor Hickenlooper. The NFRMPO will be required to appoint a member by May 15<sup>th</sup> if signed. Blackmore is recommending Becky Karasko for the appointment.
- The Colorado Division of the American Planning Association published an article by MPO Transportation Planner, Ryan Dusil. The article on the update of Transportation Analysis Zones and use of UrbanSim cloud featuring the recommended changes for LaSalle, was passed around the Council table.



- Alex Gordon, Transportation Planner II/Mobility Coordinator will discuss North Front Range transit activities while on a panel at the Colorado Association of Transit Agencies (CASTA) Conference on May 19<sup>th</sup> in Fort Collins.

Finance:

Donnelly noted the March 23, 2017 and April 20, 2017 Finance Committee Report bullet points and minutes were included in the packet and since many of those items discussed were also on the agenda for action he offered to share his insights on the items as they came up, if needed.

TAC:

A written report was provided.

Mobility:

A written report was provided.

**ACTION ITEMS:**

2016 Audited Financial Statements

Crystal Hedberg, Finance and Operations Manager introduced Sara Kurtz, Partner, and Carrie Endres, Audit Manager, both from Eide Bailey. Hedberg said it was enjoyable working with them this first year. Kurtz thanked Hedberg, Blackmore and the finance staff for their assistance with the audit process. She reviewed each section of the Independent Auditor's Opinion from page 2 -3 of the NFRT & AQPC Financial Statements December 31, 2016 and the summary tables from pages 6-7. She identified that there had been an increase in total assets of approximately \$500k mostly in cash and cash equivalents due to receiving fairly comparable amounts of revenue with cost savings. Liabilities remained fairly comparable to the previous year with some slight differences due to timing issues. She pointed out that the Change in Net Position for 2016 was increased by \$550k, showing strong financial position for the MPO. There was approximately \$400k decreased revenue, approximately \$150k in decreased VanGo™ revenues and \$83k in FTA funding which pushed the MPO to just below the single audit threshold, therefore, no federal single audit was required. Expenses also decreased by \$320k, the majority of which was \$120k in payroll and \$65k in fuel.

Endres reviewed the two letters that accompanied the Financial Statements saying she was happy to announce they were presenting an Unmodified Opinion and there were no "Significant Difficulties" to report because there had been no difficulties in dealing with management, no significant disagreements, no changes in significant account policies, and no significant unusual transactions. There was one restatement that is explained in the "Uncorrected and Corrected Misstatements" section of the letter and some adjustments were made to the current year and prior year figures due to capital assets. The two-page management letter notes some material adjustments related to the restatement as well as a recommendation on improving the reconciliation of the budget to the final finance statements. Blackmore signified that each year the MPO is required to create a budget using federal, state and calendar-year budgets that do not align, making the budget process very challenging. Hedberg was thanked for her cooperation during the audit and complimented on the processes she has in place.

*Casseday **moved** to approve the 2016 Audited Financial Statement. The motion was **seconded** and it **passed** unanimously.*

New Administrative Policy

Hedberg briefly reviewed information from the Administrative Policy Statement – Locally Funded Staff Time memo and noted it had been determined during the planning of the 2016 staff holiday party that no funding for this type of staff time, as well as unavoidable office closures, was eligible through grant funds and would need to come from the communities local match money. Conway asked for confirmation that the request was only for four hours of staff time and did not cover other elements of the staff holiday

party such as food. Hedberg confirmed that was correct. Donnelly noted the Finance Committee had recommended approval of the Administrative Policy Statement.

*Shaffer **moved** to Approve the Administrative Policy Statement- Locally Funded Staff Time. The motion was **seconded** and it **passed** unanimously.*

#### MPO & VanGo Reserve Policy Amendment

Hedberg briefly reviewed the proposed changes from the MPO and VanGo Reserve Policy Amendments memo with the Council. Donnelly noted the Finance Committee had recommended approval of the changes to the two policies.

*Conway **moved** to Approve the Changes to the Reserve Policies for both the MPO and VanGo™ Continue Allocating Any Annual Unused Billed Local Match Funds Until the MPO Fund is Fully Funded. The motion was **seconded** and it **passed** unanimously.*

#### Replacement of MPO Staff Vehicle

Blackmore briefly reviewed information from the Replacement of the 2003 Honda Civic memo with the Council adding that the vehicle is not ideal for staff to drive to Denver due to safety concerns. The request is to purchase a small SUV for approximately \$25k. Conway questioned whether the staff had already explored a deal for the purchase of a new vehicle. Blackmore indicated that they had researched the cost of a small SUV but they would need to go out for bid. Conway asked for confirmation that the trade-in value would be used to offset the final cost. Blackmore confirmed that was correct.

*Gilliland **moved** to Approve the Replacement of the 2003 Honda Civic. The motion was **seconded** and it **passed** unanimously.*

#### 2018 Budget and FY2018-2019 UPWP

Blackmore reviewed information from the FY 2018 and FY 2019 UPWP and FY 2018 Budgets memo and Resolution 2017-10 with the Council, highlighting that each year less STP Metro matched funding are used. She noted the funding may increase in 2019 due to the use of State Planning and Research (SPR) funds, a different form of federal funds currently received because the TAZ's are being updated outside the MPO boundary. She added that MPO staff will need to complete the modeling for the air quality portion which is funded by CDOT and explained that the MPO and VanGo™ budgets are kept separate because VanGo is a separate business concern.

*Conway **moved** to approve Resolution 2017-10 Approving the FY 2018 and FY 2019 UPWP and FY 2018 Budget. The motion was **seconded** and it **passed** unanimously.*

#### Appointment of Senior Representative for TAC

Donnelly recognized Gary Thomas, Senior Representative for TAC and Executive Director of Senior Alternatives in Transportation (SAINT) for his many years supporting efforts that help seniors wanting to remain in their homes with transportation options in Northern Colorado. He stated how refreshing it was to see such a passionate advocate of transportation issues in the community and recognized Thomas's active voice at TAC and the MPO on issues specifically related to the senior population, the quickest growing segment in the region. He expressed his appreciation for Thomas and said he would be greatly missed and presented him with a card from the Council. Gilliland said that Thomas was passionate and devoted to service in Northern Colorado, had a tremendous ability to bring people together, and would be a tremendous loss for the region. Shaffer expressed her gratitude for Thomas's 12 years of service chairing the Transportation Advisory Board and his ability to grow the SAINT program. Conway complimented Thomas for the many people he had educated over the years and for leaving the issue of senior transportation so much better than he found it and called him a saint for the SAINT program. Thomas thanked the Council members for their kind words calling his work a labor of love. He stated the MPO was the least known, most important organization in the region and he was honored to be even a small part of the commendable work they accomplish. He cited that the needs of seniors will continue to

increase and he was pleased that there would continue to be a focus to address them. He offered his support of the two recommended appointees for Senior Transportation representation on TAC. Everyone in attendance applauded Thomas and wished him well.

Alex Gordon, Transportation Planner II/ Mobility Coordinator, thanked Thomas on behalf of himself and the Larimer County Mobility Committee and Senior Transportation Coalition of Larimer County for his years of support and said he had been a great inspiration. Gordon then reviewed the background information from the Appointment of a Senior Transportation Representative for the TAC memo with the Council.

*Conway **moved** to approve the Appointing of Janet Bedingfield as the Senior Transportation Representative for the TAC and Katy Mason as Alternate. The motion was **seconded** and it **passed** unanimously.*

Conway thanked Gordon for preparing the information and providing the TAC recommendations.

#### March 2017 TIP Amendment

Medora Kealy, Transportation Planner, reviewed the Key Points and Supporting Information from the March 2017 TIP Amendment AIS with the Council, clarifying that the Council's approval of the amendment would stand contingent on no negative public comment by May 12.

*Conway **moved** to approve Resolution 2017-11 Approving the March 2017 Amendment to the FY 2016-2019 Transportation Improvement Program (TIP) and to the FY 2018-2021 TIP. The motion was **seconded** and it **passed** unanimously.*

Casseday asked for confirmation that this approval excluded the request for the removal of the US 34 Bypass signal at 83<sup>rd</sup> Avenue from the Non-Regionally Significant Regional Priority Program Pool. Kealy confirmed that was correct and that the item will be discussed at the May 17 TAC meeting.

#### **DISCUSSION ITEMS:**

##### 2040 RTP Amendment #2

Becky Karasko, Regional Transportation Planning Director, briefly reviewed information from the 2040 RTP Amendment #2 memo with the Council adding that the amendment, which was detailed in the 2040 Regional Transportation Plan Amendment Request in the packet, totaled \$58.5M and contained the following three components:

- Prospect road Interchange Reconstruction -\$30.5M
- US 34 Widening: I-25 to LCR 3E- \$12M
- Additional Requested Elements (ARE's) including SH 402 interchange improvements-\$16M

Karasko indicated that no conformity was required for the amendment so it would be put into the 2040 RTP immediately following Council's approval at the June 1<sup>st</sup> meeting.

##### I-25 Update

Suzette Mallette, Larimer County Transportation Planner/North I-25 Funding Coalition Designee for the contributing communities reported that the North I-25 Expansion project from SH 14 to just south of SH 402, which now includes the reconstruction of the Prospect Road Interchange and reconstruction of the SH 402 interchange, had some funding issues that caused an estimated one month delay. The new schedule allows for a "pre-final" RFP which is currently out to the top three firms who are working on their proposals, however, a Record of Decision (ROD) is needed before finalizing the final RFP which is scheduled for distribution on May 12<sup>th</sup>. The final RFP process will be very similar to the pre-final process. Submissions are due at the end of July, with selection expected by the end of August. The Notice to Proceed (NTP) for the design component is expected to be issued in October, with a NTP for the construction in December. Conway thanked Mallette for her commitment and contribution to the coalition and the MPO. Donnelly remarked how incredible it was that this vital project was coming

together so quickly and noted the respect Mallette garners in the region for her extensive knowledge. He also expressed his appreciation for the regional efforts by Shaffer, Mellon, Horak, Conway, CDOT and the Council as a whole, complimenting them for the progress made on the North I-25 project and the positive regional relationships that had been fostered. Gilliland expounded on the regional efforts of the local communities on the North I-25 project, complimenting many for their collaboration and getting behind the North I-25 projects and helping move them forward. She also complimented CDOT for including other major interchanges along I-25 for a cost of approximately \$309M, of which \$55.5M has been funded through contributions from the local communities and counties. She also mentioned the substantial contribution of the Mill Levy championed by Donnelly that kicked off the entire project. Conway recognized Horak for his organizing of the significant contribution by the City of Fort Collins of an additional \$250k to compensate for a match shortage.

## **COUNCIL REPORTS:**

### Transportation Commission Report

Gilliland reported that she and Horak and Mark Jackson, Fort Collins Planning, Development and Transportation Deputy Director had been invited to be part of a panel on a session for collaboration at the Colorado Municipal League (CML) based on the successes of the North I-25 project. She will also be on a panel at the CASTA meeting in Fort Collins.

### CDOT Region 4

A written Project Status Update for May 1, 2017 was provided to the Council. Conway recognized Olson and his staff for the success of the US 34 PEL meeting held May 3<sup>rd</sup> in Evans, citing the many positive responses he heard from members of the public.

### I-25 Funding Subcommittee

Horak announce the subcommittee would be meeting May 5<sup>th</sup> from 11:30- 1:00 at Perkins. Topics for the meeting will be as follows:

- Megan Castle will present on ExpressToll lanes and best practices for informing the public.
- Blackmore is providing a timeline for 2019 FASTLANE grant projects to enable them to be proactive in getting projects eligible for the funding.
- Consideration of Federal lobbying support and finding someone who can be effective and attend the meetings regularly.

### North I-25 Coalition

Shaffer reported Sandra Solin from Northern Colorado Legislative Alliance (NCLA) had provided information from the legislative session on SB 303, a \$3.5 bond which is modeled after HB 1121 (5% allocation from sales tax) does not look like it will pass, however a ballot initiative is being considered. SB 267 which uses former SB 228 money, also does not look like it will pass. CDOT is hosting Infrastructure Week Colorado at I-25 north/SH 119 Park and Ride on Wednesday, May 17 from 10 -11 am. The coalition wants to discuss whether the coalition should hire a federal lobbyist. The will be discussing the success on the SH 36 Corridor the consideration of hiring a lobbyist.

### US 34 Coalition

Donnelly reported the coalition is in the process of doing the purpose and needs assessment portion of the US 34 PEL. There were two successful public meetings held to gain public input, one in Evans and the other in Loveland. He commended Conway for spearheading the coalition, citing its victories.

### STAC Report

Conway reviewed information from the Federal and State Legislative Report and Safety Performance Measures Target Setting sections of the STAC notes dated April 28, 2017. Gilliland added that at the May STAC meeting CDOT will discuss refining their 10-year development project list in order to be prepared for the public to vote on significant projects that are shovel-ready, if and when opportunities arise.

Conway asked Olson to speak to his concerns about the possibility of the Larkspur to Monument portion of I-25 being considered a priority when there may not be funding available and there has not been a PEL study done there, suggesting this may cause some very difficult discussions at the STAC level. Olson replied that CDOT is working on the regional priority list and his goal is to get equity throughout Region 4, by placing I-25 North, I-76 and US 85 Right-of-Way projects at the top. Governor Hickenlooper has stated that I-25 North and I-25 South are a priority for the State, which to him was an indication that no stretch of I-25 has been given a top priority ranking. Gilliland confirmed that there is currently no funding set aside for the Larkspur to Monument stretch other than for the PEL study. She believes the goal is to have as many projects shovel-ready as possible ahead of available federal funding. Olson added that South I-25 may be considered a priority planning project.

Conway asked about the status of the US 85 Right-of-Way project. Olson replied there was a meeting scheduled near the end of May with the Union Pacific Railroad (UPRR) to negotiate efficiency for right-of-ways in Weld County. Conway requested an update on the US 85 project near 104<sup>th</sup> Avenue. Olson responded that a consultant had just been hired to conduct a PEL to evaluate 104<sup>th</sup>, 112<sup>th</sup>, and 120<sup>th</sup> Avenues and assess priorities and possible alternatives.

Host Council Member Report- Baker welcomed everyone to Berthoud's new Town Hall remarking the building was purchased in the spring of 2016 and was a stupendous upgrade to their previous location. She added her compliments to the Council for their leadership and collaboration on the improvements on I-25 that have been such a tremendous benefit to smaller communities like Berthoud, as well as the entire Front Range. She explained that Mayor Mulvihill had been at the meeting but left to join their Youth Advisory Commission meeting.

Evans-Clark reported the bid process for the 65<sup>th</sup> Avenue Improvement Project will be open as of 9:00 a.m. May 12<sup>th</sup>. The City of Evans has hired an economic development consultant to assist with development projects.

Greeley-Casseday announced that the City of Greeley will be celebrating the completion of their Uptown Tree Project on June 3<sup>rd</sup> with approximately 31 unique tree sculptures along 8th Ave. between 10th St. and 16th Street.

Weld County- Conway reported WCR 49 project is on time and on budget, with completion on the segment between US 34 and I-76 by December followed by the final phase from WCR 60 ½ to SH 392 which will be complete in 2018.

Loveland- Shaffer reported the following:

- US 34 at Boyd Lake Avenue intersection improvements, which added a turn lane and improved signalization, are complete.
- The US 287 traffic calming effort from First Street to Cleveland Avenue is progressing thanks to assistance from CDOT.
- New wayfinding signage is now in place in downtown Loveland.
- The new Transportation Advisory Chair is Irene Fortune.

Timnath- Steinway thanked everyone for their patience as improvements on Harmony Road continue.

Transportation Commission- Gilliland noted that new signalization would be in place on May 8<sup>th</sup> at SH 392 in both directions and Harmony Road ramp going south.

Larimer County- Donnelly reported that Mallette had attended numerous Commissioner Citizen Meetings with him to inform the public about the Larimer County Transportation Master Plan and the Capital Improvement Plan which are currently being updated. More information can be found at [www.larimer.org/planning](http://www.larimer.org/planning)

**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

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

May 2017

### The Air Quality Control Commission:

- The Commission met on May 18<sup>th</sup> and heard presentations regarding Front Range ozone, the impact of background ozone and interstate transport, EPA's Control Techniques Guidelines for the Oil and Natural Gas Industry, and the health impacts of oil and gas development. The Commission incorporated several recent EPA regulations by reference.
- The Commission will hold its annual retreat June 15-16 in Fort Morgan, CO. The Commission will review its strategic plan and hold a public meeting where residents may comment on air quality issues. The Commission will hear a presentation about the agriculture industry's voluntary efforts to reduce nitrogen deposition in Rocky Mountain National Park and will tour a dairy operation and feedyard.
- The Commission is working to fill a vacancy left by the resignation of Commissioner Mitchell. The Governor is expected to appoint a replacement during the next month.

### The Air Pollution Control Division:

- The Division's budget was approved by the state legislature with no significant changes from last year. House Bill 17-1102, Prohibit Nuisance Exhibition Motor Vehicle Exhaust, was enacted and signed by the Governor. The bill establishes a \$100 traffic fine for drivers who knowingly exhaust soot or smoke in a way that harasses others, obscures the view of the road, or creates a hazard. This practice is often called "coal rolling."
- The Division continues to review ozone control strategies and anticipates an October 2017 hearing on a number of oil and gas regulations. The Division is also encouraging industry to take voluntary measures to reduce ozone this summer. If the Denver Metro/North Front Range area exceeds the federal ozone standards in 2017 it risks reclassification from a Moderate to a Serious nonattainment area, which would bring additional regulatory requirements. Air quality models project the region will meet the standard in 2017 with little margin of error.

## June 1, 2017 Director's Report

### Planning Council

- Please let Renae know if you do not need a mailed packet to reduce paper
- All Planning Council members and alternates must sign a new conflict of interest form

### Council/Board Presentations

- 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

### Fix N I-25

- The next N I-25 Coalition meeting is scheduled for June 7 at Southwest Weld from 6:30 - 8:00pm
- The next N I-25 Funding Subcommittee meeting is scheduled for June 2 from 11:30 to 1:00 pm at Perkins at Crossroads

### Transportation Funding

- HB 1242 is scheduled before Senate Finance Committee for April 25
- HB 1242 was voted down in the Senate Finance Committee on Tuesday April 25
- Still possible for transportation funding are:
  - SB 17-267 which makes the Hospital Provider fee and an enterprise fund and has state only highway funding component
  - SB 17-303 a TRANS bond legislation for select state projects

### VanGo™

- VanGo™ met with WSP (Previously WSP Parson Brinckerhoff) and TripSpark to discuss a business analysis of the VanGo™ program
- Five bids were received for new vans using FASTER funds, however, only two were responsive - Pedersen Toyota and LH Miller
- Staff is for CDOT approval to issue a Purchase Order
- Shane Armstrong also presented on the VanGo™ program at the CIRSA conference in Fort Collins.

### 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
- Becky Karasko will be the staff member for the NFRMPO on the Commission

### NoCo Bike and Ped Collaborative

- The NoCo Bike and Ped Collaborative will host a workshop on June 14<sup>th</sup> 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

- Sarah Martin started as a Transportation Planner I on May 22
- Val Vollman is no longer with the NFRMPO
- The NFRMPO will be looking for a part-time employee to replace her

## Bike/Pedestrian Counters

- Loveland Public Works and the NoCo Bike & Ped Collaborative will be hosting a Bicycle, Pedestrian, and Transit Assessment Training on Wednesday, June 14 at the Loveland Public Library. The training will introduce participants to the Map NoCo online assessment tool and allow them to perform an assessment on bicycle, pedestrian, or transit infrastructure in Loveland.
- The City of Loveland used the counters from April 20-May 2
- The Town of Windsor completed their count program in early April but will be using them again in June
- For more information on the training or to reserve the counters, contact Ryan Dusil at 970-224-6191 or by email [rdusil@nfrmpo.org](mailto:rdusil@nfrmpo.org)

## Mobility Committees

- The Larimer Senior Transportation Coalition meets June 1 from 1:30 -3:00 pm at Pathways Hospice
- The Larimer County Mobility Committee met June 15 from 1:30 -3:00 pm at the NFRMPO office and Weld Mobility Committee meets July 25 from 1:30-3:00 at the Greeley Chamber of Commerce
- *Berthoud's RAFT* (Rural Alternative for Transportation) program received a National STAR Award for Innovation from the National Volunteer Transportation Center and Toyota including \$7,000 gift (150 applications - RAFT only one awarded in CO)
- The Mobility Program has initiated its outreach for the Coordinated Plan
- At the same time, the NFRMPO staff will have information on Air Quality and VanGo™

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
Bike to work Day	Fort Collins, Loveland & Greeley	6/28/ 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

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

# BICYCLE, PEDESTRIAN & TRANSIT ASSESSMENT TRAINING



## WHEN

**Wednesday June 14th, 2017  
8am to 4:30pm**

## WHERE

**Loveland Public Library**

**Gertrude Scott Room  
300 N. Adams Avenue, Loveland, CO 80537**

Walk, bike or bus your way through downtown Loveland after learning about **MapNoCO**, a new online assessment tool for Northern Colorado.

Presentations on the important implications of multimodal transportation and public engagement will also be delivered by regional leaders.

This training was made possible through a grant from:



**COLORADO**  
Department of  
Transportation

## LOVELAND WORKSHOP

## ADVANCE REGISTRATION REQUIRED

**Registration fee: \$25**  
**[www.apacolorado.org/article/bpta-June14](http://www.apacolorado.org/article/bpta-June14)**  
**970-962-2553**

## SPEAKERS

**Kyle Wagenschutz w/  
PeopleForBikes**

**Kayla Gilbert w/ Denver  
Environmental Health**

**Kelly Haworth w/ Larimer  
County Department Health  
& Environment**

## WORKSHOP INCLUDES

- **Healthy lunch**
- **Reflective vests**
- **Networking**
- **CMs for AICP Planners**



## Executive Coaching & Team Training Program Overview for Terri B., MPO Staff & Executive Team

**Sustainable Strategies Breakthrough Coaching Program - Ideal for committed and successful Executives ready to level up their Leadership Effectiveness:** Develop Your Executive Presence & Influence, Increase Team Engagement to Achieve Organizational Goals, create a High Performing Culture, and Develop Your Leaders from the Inside Up. Includes:

- **Phase 1: 2 Leadership Assessments & 2 Coaching Sessions to Debrief Results for Terri**
  - **A Leadership 720©** – A proprietary assessment and coaching framework to identify your strengths and gaps as experienced by your team in your Leadership Effectiveness, learn practical tools you can use immediately and develop an ongoing process to apply the results and effectively lead a diverse team. Includes up to 7 confidential stakeholder interviews, a verbal report of the aggregated results for the Executive Committee and a 1:1 session for you to review your results and develop a detailed action plan.
  - **The Kolbe – A** - Assesses your Conative Style or “MO” your unique problem-solving strengths, how you respond to challenges as compared to your team and identify strategies to leverage your strengths. Critical for leaders of people across generations and from diverse backgrounds so you can spend less time feeling frustrated or in conflict and more time in alignment, ensuring you and your team are all “rowing in the same direction.” Includes a 1:1 session to review your results, a customized coaching report and integration of the results into your coaching program and detailed action plan.
    - **Phase 1 Executive Coaching Assessments Investment - \$2,995.00**
  
- **\*Phase 2: Sustainable Strategies Executive Coaching Program for Terri**
  - **Weekly 60-minute** coaching sessions (can be combined or scheduled according to your schedule and needs)
  - **All phone sessions are recorded** for you to download and listen to later to optimize your learning and maximize your results
  - **All sessions are conveniently scheduled** via telephone or in person
  - **Up to 12 - 15 minute 911 calls** because challenges can come up at any time
  - **Unlimited** email coaching, brainstorming and problem solving between sessions
  - **Unlimited** access to the Sustainable Strategies downloadable audio/video library on topics specific to your goals
  - **Attend all live public webinars** (and receive recordings if you can’t attend live) by Christina for **free** during your coaching engagement
  - **1 75-minute Sustaining the Momentum closing coaching session** to review of your Post-Assessment results & create your strategies & goals for your next chapter
    - **Phase 2 Executive Coaching Investment – \$2,500.00/month for 12 months**

- **\*Phase 3: 2 Team Assessments & Debriefing for All Team Members**

- **2 Team Engagement Surveys** for your Team of 12 (1 Pre- and 1 Post) Type TBD) to measure the impact of your Executive Coaching Program on engagement
  - **Debriefing session** for you and the Executive Committee to review engagement survey results, establish measurable goals and develop a detailed action plan to increase or maintain employee engagement
- **Kolbe A Assessment & Coaching Report** for up to 12 Team Members
  - **1:1 debriefing session** for each team member to review their results
- **Kolbe A Assessment for up to 3 Executive Committee Members**
  - **1:1 debriefing session** for each team member & Executive Committee Member to review their results and create an action plan to apply results
  - **Phase 3 Team Assessment Investment** - \$2,995.00

- **\*Phase 4: Team Training Program + Accountability Meetings**

- **1 2-hour Training Program** – All team members will learn practical strategies to integrate and apply their own Kolbe results and their team member’s results to increase their individual skills of influence, communication and collaboration professionally and personally
- **1-hour “How’s it Going?” Monthly Accountability/Q & A session** during your team meeting for the first 3 months to help Terri and team operationalize assessment results
  - **Phase 4 Team Training Investment** - \$2,995.00

- **Phase 5: Team Coaching**

- **One confidential brief (15-20 minute) laser-focused coaching session per month for each team member** to ask a “how to apply” strategies to specific situation or interaction
  - **Phase 5 Team Coaching Investment** - \$1,500.00/month

**\*Phases 2, 3, 4 & 5 to be scheduled to run concurrently and be funded separately from Local funds**

## **Finance Committee Report**

- Finance Committee met on May 12th
- The Committee reviewed the 2017 1<sup>st</sup> Qtr. Unaudited Financial Statement and new format.
- The Finance Committee recommends Council accept the 1<sup>st</sup> Qtr. Unaudited Financial Statements and new format.
- Blackmore presented a request for the NoCo Bike Ped Collaborative to have the NFRMPO act as their fiduciary.
- Blackmore will confirm with the NoCo Bike Ped Collaborative that all their funds will be held in the Collaborative' s name.
- Blackmore was instructed to negotiate a small administrative fee.

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

May 12, 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 April 20, 2017 meeting minutes. The motion passed unanimously.

1<sup>st</sup> Qtr. Unaudited Financial Statements

Hedberg noted the financial statement format had been changed in response to council member comments. The current financial packet will include a Statement of Net Position and a Statement of Revenues, Expenditures and Changes in Fund Balance for the MPO and a separate Statement of Net Position and Statement of Revenues, Expenditures and Changes in Fund Balance VanGo™. The Statement of Revenues, Expenditures and Changes in Fund Balance for each fund will present the current quarter actual, the current year to date actual, the annual budget and the variance between year to date actual and annual budget. An explanation of variance will be provided with each statement of Revenues, Expenditures and Changes in Fund Balance. A discussion was held regarding the benefit of providing a budget prepared with monthly granularity. It was determined that the majority of the budgeted expenses occurred evenly thorough out the year (94%). Budgeted expenses that require approval by CDOT (i.e. van purchases) are totally dependent on CDOT's timeframe. After more discussion, it was determined that providing a budget with monthly granularity would provide minimal benefit for the amount of time and expense it would require to provide it. Staff created graphs to visually depict annual budget and year to date actual information for revenue and expenses for each fund. In addition, a more detailed memo to council will provide quarterly highlights for each fund. Finance committee members thanked Hedberg for the graphs. The committee recommended Hedberg explain the graphs at the June Council meeting. Melendez moved that the Finance Committee recommend Council approve the 1<sup>st</sup> quarter unaudited Financial Statements along with the new format. The motion passed unanimously.

Fiduciary responsibility – NoCo bike Ped Collaborative

Blackmore explained the NoCo Bike Collaborative is a group that formed after completion of the NFRMPO Bike Plan in 2013. The NFRMPO supports this group with staff time for meetings notices and agendas. Evans, Fort Collins, Greeley, Johnstown, Larimer, Loveland, Timnath, Weld and Windsor are the communities with active members. The Collaborative has held two conference in the past but has

changed to training workshops. They have requested the NFRMPO act as their fiduciary (with no financial support from the MPO) for their training workshops. The past agencies (state and regional) have kept the NoCo funds after the events. After discussion, the Finance Committee approved the NFRMPO acting as a fiduciary and requested that Blackmore confirm that the NoCo Bike Collaborative would have their own bank account with their identification number. The also requested Blackmore to negotiate a small administrative fee.

The meeting was adjourned at 8:14 a.m.



**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC) of the  
North Front Range Transportation and Air Quality Planning Council  
May 17, 2017**

**APPROVAL OF THE APRIL 19, 2017 TAC MINUTES**

The April 19, 2017 TAC meeting minutes were approved unanimously.

**CONSENT ITEM**

**2040 RTP Amendment #2** - Bracke moved to recommend Planning Council approval of the 2040 RTP Amendment #2 and it passed unanimously.

**ACTION ITEMS**

**May 2017 TIP Amendments** - Karasko stated eight projects are in the May 2017 TIP Amendments. Lundquist moved to recommend Planning Council approval of the May 2017 TIP Amendments and it passed unanimously.

**FY17 CMAQ and STP Metro Additional Reconciliation Allocation** - NFRMPO staff informed TAC members at the April 19, 2017 TAC meeting of the duplication issue for the previous two allocation recommendations and presented a proposed allocation of the FY17 funds. Schneiders agreed to report back on details regarding the swapping of State and federal funds to the TAC regarding the de-federalization of the Horsetooth and College project. Lundquist moved to recommend Planning Council approval of the FY17 CMAQ and STP Metro Additional Reconciliation Allocation and it passed unanimously.

**Evans US 85 Access Control at 31<sup>st</sup> Street Project**- Anderson stated while the City of Evans is committed to completing the improvements detailed in the US 85 Access Control Plan, they are requesting the scope of the project be reduced to design and construction funding for the northwest quadrant of the project area, noting right-of-way acquisition will be paid for with local funding. Bailey moved to recommend Planning Council approval of the Evans US 85 Access Control at 31<sup>st</sup> Street Project scope change and it passed unanimously.

**PRESENTATIONS**

**RoadX** - Peter Kozinski, CDOT presented on RoadX, a new CDOT effort to transform Colorado's transportation system through the use of innovative technology for crash-free, injury-free, and delay-free travel.

**Simple Steps. Better Air.** - Sara Goodwin, RAQC presented Simple Steps. Better Air, formerly the OzoneAware program. The program was recently rebranded as a stronger call to action and behavior change that fits with the Colorado lifestyle. Goodwin showcased the program's new slogans, logos and marketing strategies for the 2017 Ozone season.

**VW Settlement Update** - Paul Lee, CDPHE-APCD provided an update on the Volkswagen Settlement, outlining estimated timelines, associated plans/programs, and the new settlement terms, which include an initial \$68M allocation for Colorado expected in early 2018.

**NFRMPO Bike Counter Program Panel** - Wade Willis, Town of Windsor, Jonathan Huey, City of Loveland, and Wesley Hood, AM Signal, Inc. reviewed their data and individual experiences using both the mobile and permanent bike counters in their communities.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 1, 2017 Weld County	2040 Regional Transportation Plan (RTP) Amendment #2 **CONSENT**	Becky Karasko
<b>Objective/Request Action</b>		
TAC requests Planning Council adopt the 2040 Regional Transportation Plan (RTP) Amendment #2.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• The 2040 RTP Amendment #2 is scheduled to be adopted, pending final public comment, at the June 1, 2017 Planning Council meeting.</li> <li>• The Draft RTP Amendment #2 was released for the required 30-day public comment period on May 10, 2017 through June 8, 2017.</li> <li>• Air Quality Conformity was not required for the 2040 RTP Amendment #2.</li> <li>• TAC has reviewed the 2040 RTP Amendment #2 and recommended approval.</li> </ul>		
<b>Committee Discussion</b>		
TAC discussed the 2040 RTP Amendment #2 at their April 19, 2017 meeting, and recommended Planning Council approval at their May 17, 2017 meeting.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• NFRMPO staff held a call for 2040 RTP Amendments from Friday, March 10, 2017 through Friday, March 24, 2017. One Amendment request was received: I-25 Additional Components.</li> <li>• Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval and receive federal funding.</li> <li>• The 2040 RTP Amendment #2 was made available for public comment on the NFRMPO website on May 10, 2017. The public comment period will close on June 8, 2017. Pending no negative public comment and Planning Council approval, the project will be incorporated into the 2040 RTP.</li> </ul>		
<b>Advantages</b>		
Adoption of this fiscally constrained 2040 RTP Amendment #2 will allow federal projects to move forward.		
<b>Disadvantages</b>		
Not adopting this fiscally constrained 2040 RTP Amendment #2 would prevent portions of the North I-25 project from moving forward.		
<b>Analysis/Recommendation</b>		
TAC recommends Planning Council adoption of the 2040 RTP Amendment.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• 2040 RTP Amendment #2 Form</li> <li>• Resolution No. 2017-12</li> </ul>		

Rev. 9/17/2014



**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. 10<sup>th</sup> 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:	Agency Contact:	Telephone:
Mailing Address:		Email Address:
City:	State:	ZIP Code:
Additional Financial Sponsors (if applicable):		
Project Description		
Project Name:	Jurisdiction(s):	
Project Location (attach map of project location as well):	Project Type (Mobility, Safety, Bridge, etc.):	
Project Limits (to and from):	Project Length (miles):	
Is this part of an ongoing project? If so, please describe.		
Project Description:		
Project Phase(s), if applicable (Construction, Design, ROW, etc.):	Fiscal Year(s) of Construction:	
Reason for Amendment request:		

## 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	<a href="#">Performance Measure(s)</a>	Project Impact
<b>Goal 1:</b> Foster a transportation system that supports economic development and improves residents' quality of life		
<b>Goal 2:</b> Provide a transportation system that moves people and goods safely, efficiently, and reliably		
<b>Goal 3:</b> Provide a multi-modal system that improves accessibility and transportation system continuity		
<b>Goal 4:</b> Optimize operations of transportation facilities		

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

### Project Funding

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

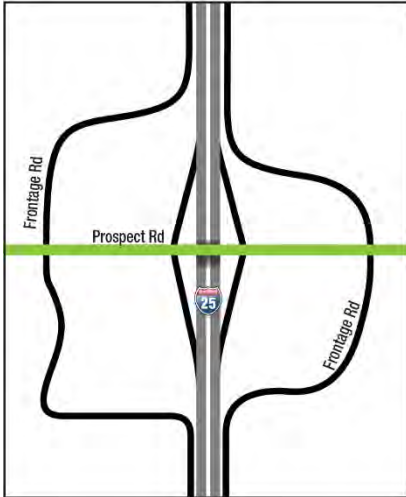
<b>Total Project Cost</b>	-
---------------------------	---

Supporting documentation attached or linked (optional):  
i.e. *Studies, Master Plans, Comprehensive Plans*

**Submit completed form to Becky Karasko at [bkarasko@nfrmpo.org](mailto: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*

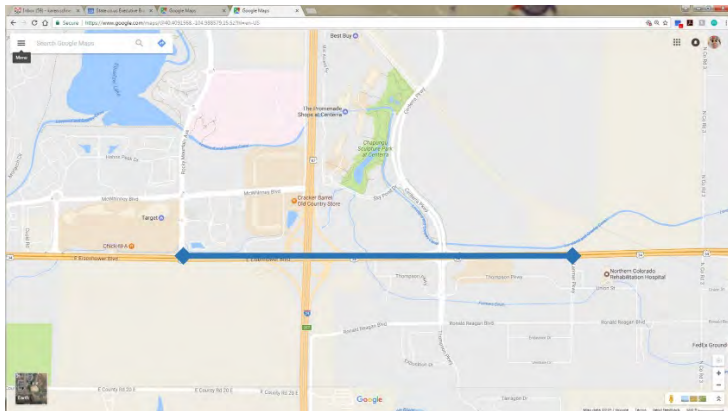
<i><b>Provider</b></i>	<b>In millions</b>				<b>Sub-Total</b>
	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	
<i>Local Agencies</i>	4	4	4		12.0
<i>Private Developers</i>	2	2	2.5		6.5
<i>Colorado DOT</i>	6	6	0		12.0
<i>Totals</i>	12	12	6.5		\$30.5

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*

<i><b>Provider</b></i>	<b>In millions</b>				<b>Sub-Total</b>
	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	
<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.

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## Component C: Additional Requested Elements

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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><b>Provider</b></i>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>Sub-Total</b>
<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

Fund Source (millions)	2040 Plan Timeframes								Fund Source	
	FY17	FY18	FY19	FY20	FY21	FY22-25	FY26-30	FY31-35		FY36-40
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					





**RESOLUTION NO. 2017-12  
OF THE NORTH FRONT RANGE TRANSPORTATION  
& AIR QUALITY PLANNING COUNCIL  
ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT #2**

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

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

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

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

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

**WHEREAS**, this RTP Amendment #2 does not change the positive conformity findings on the addition of the 2040 RTP; and

**WHEREAS**, the Planning Council approves the 2040 RTP Amendment #2 and submits copies for informational purposes to the Governor;

**NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council**, finds that the 2040 Regional Transportation Plan (RTP) Amendment #2, per Resolution No. 2017-12, is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.322.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 1<sup>st</sup> day of June, 2017.

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

ATTEST:

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



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 FAX: (970) 416-2406  
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[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

**MPO Planning Council**  
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 Town of Eaton  
 Commissioner Tom Donnelly- Vice Chair  
 Larimer County  
 Jennifer Baker  
 Town of Berthoud  
 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  
 Renae Steffen  
 Administrative Director  
 Crystal Hedberg  
 Finance and Operations Manager

## Memorandum

TO: NFRMPO Council

FROM: Crystal Hedberg

Date: June 1, 2017

RE: CY 2017 1<sup>st</sup> Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 1st Quarter of Calendar Year 2017 are attached for your review and acceptance. This includes financial statements the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

### MPO Highlights-1st Quarter

Fort Collins will exchange FY 2016 \$5310 funds for local dollars in the amount of \$31,968. These funds will be used to finance any mobility management activities in the TMA. This exchange will use the same process as the one used for the exchange of \$5307 and \$5339 funds. This agreement provides the MPO with 62% of the allocated federal amount in local funds. This amount was accrued in 2016 and has not been collected during the 1<sup>st</sup> quarter and remains as part of the recorded accounts receivable.

Annual Budgeted local match is billed to the council community members in January of each year and recorded as deferred revenue on the Statement of Net Position. Each month the amount required to match grant billing is moved to local match. At the end of the 1<sup>st</sup> quarter, the balance of deferred local match revenue was \$193,673.

During 2016, increased staff time was allocated for conformity work regarding air quality resulting in the use of the majority of the July 2016-June 2017 CDPHE funds. Minimum time will be spent on air quality thru June 2017. A new contract will be executed in June for July 2017-June 2018 air quality funds.

A Single Audit requires the organization expend at least \$750,000 of federal funds. Expenditures for a Single Audit are allowed to be charged to a grant. Since the MPO did not meet that minimum, the expenditures for the audit were split between the MPO and VanGo. The MPO's portions is covered 100% by local match.

The MPO provides one professional membership per staff person each year. The American Planning Association dues are paid annually at the beginning of the year. This resulted in the use of approximately 50% of the budget allocated for dues in the 1<sup>st</sup> quarter.

The first quarter expenditures exceeded revenues resulting in a net deficiency of \$19,298. The TMA mobility management expenditures(\$4,283) will be covered by the \$5310 exchanged funds from Fort Collins, that was recorded as revenue in 2016. This will continue throughout the year. The remaining deficiency is due to indirect cost reimbursements. See Note 2 for a discussion of indirect cost rate reimbursements.

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

## VanGo™ Highlights – 1st Quarter

Fort Collins exchanges FY 2016 \$5307 and \$5339 funds for local dollars. . This agreement provides the MPO with 62% of the allocated federal amount in local funds. The FY 2016 funds ( \$710,619) were accrued in 2016 and have not been collected during the 1<sup>st</sup> quarter and remains as part of the recorded accounts receivable. These funds will be used to finance van replacement and preventive maintenance for the program.

Faster funds were budgeted in 2016 for the purchase of 10 vans. This grant expires December 31, 2017. A purchase order was issued for 10 vans with 5 Vans being delivered in December. The remaining 5 vans were delivered in January . The revenue for the 5 vans delivered in January was unbudgeted in 2017. The program budgeted Faster funds for the purchase of 8 vans in 2017. The request for proposal was issued for the purchase of these vans during the first quarter. VanGo™ is waiting for CDOT approval to issue the purchase order for these vans. Once all vans have been delivered the actual revenue will exceed the budgeted amount due to the five 2016 vans delivered in January.

Vans purchased with FTA funds were sold. For any van purchased with FTA funds and sold for more than \$5,000 there is a requirement the proceeds be used for capital purchases or the federal share (80% of the proceeds must be returned). We are working with the City of Fort Collins to exchange proceeds for these vans for local funds. This exchange would be on a dollar for dollar basis. In the mean time, these funds in the amount of \$31,822 are reserved and cannot be used. This is noted on the Cash and Investment Institution Listing.

The vanpooling program has declined during 2016 increasing the backup van inventory. Staying within the federal guidelines of a 20% backup fleet, we will be selling vans throughout the year and not replacing some of them. During the 1<sup>st</sup> quarter we sold 3 out of 8 vans backup vans for this reason.

The first quarter expenses exceeded revenues resulting in a net deficiency of \$15,186. Due to the decrease in ridership over the past few years, the budget had anticipated use of a total of \$125,461 reserve funds during the year .

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

## **Action**

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2017 1st Quarter Unaudited Financial Statements dated March 31, 2017.

## Notes:

### Note 1:

The NFRMPO operates on an accrual basis for the CY 2017 for reporting NFRMPO financial records. Accrual basis means that revenues are recognized when earned and expenses when incurred.

### Note 2

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears ( for example, the 2017 indirect cost rate was calculated using the 2014 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

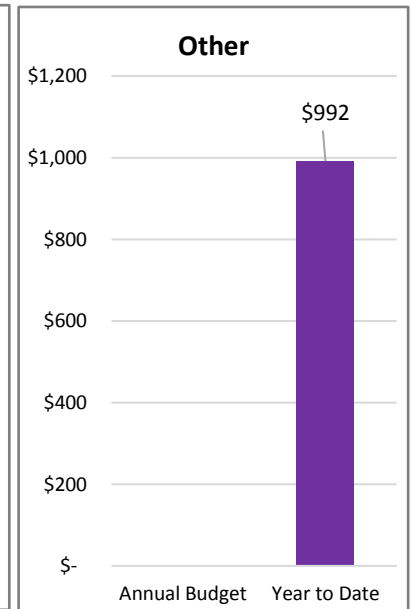
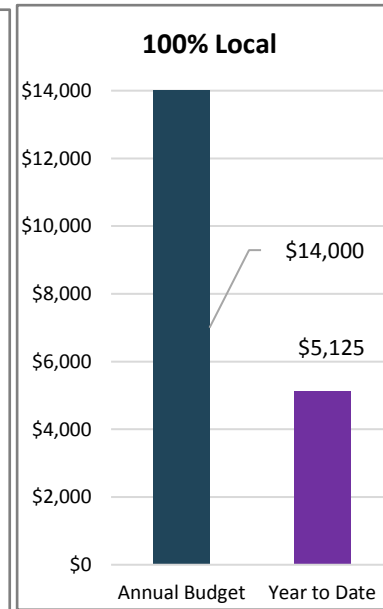
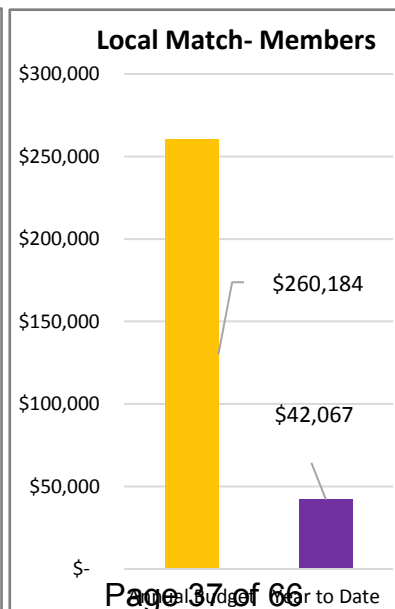
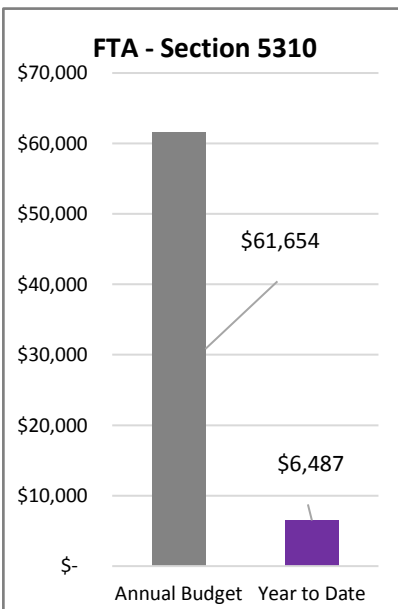
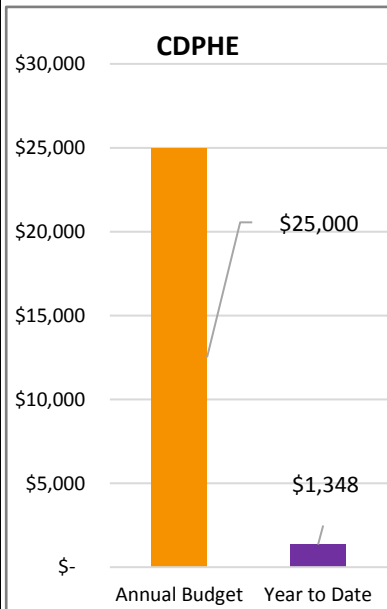
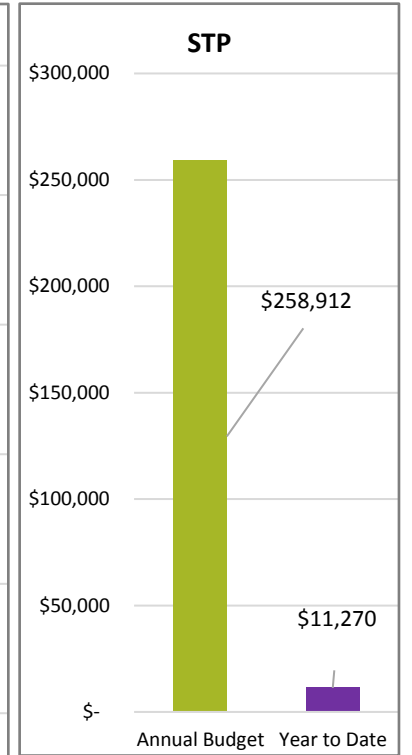
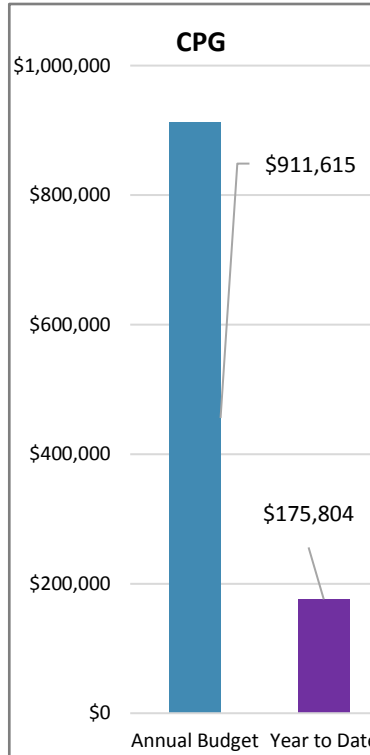
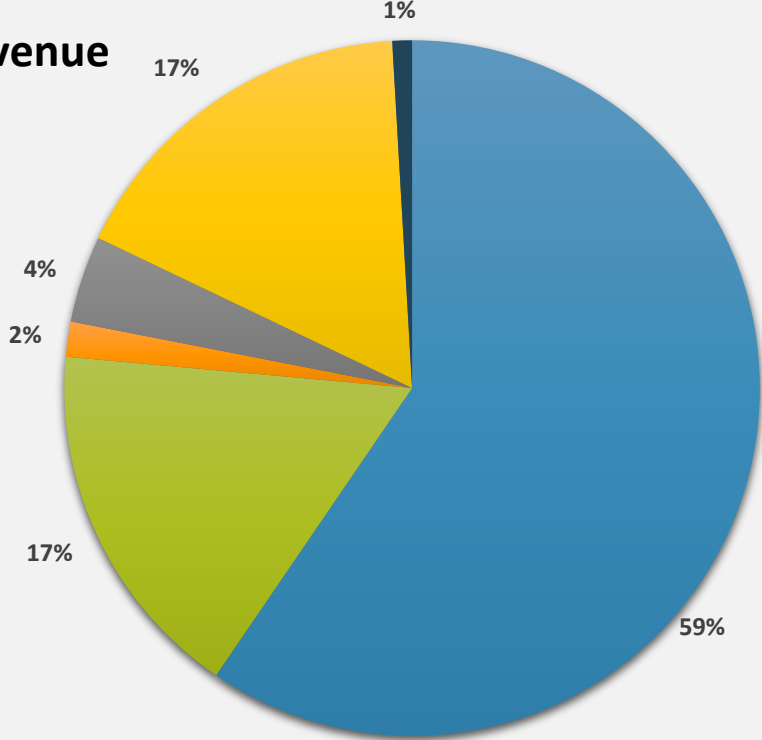
# Metropolitan Planning Organization - REVENUE

Annually Budgeted Revenue vs. Revenue - Year to Date - End of 1st Quarter: March 31, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Revenue

- CPG
- STP - Metro
- CDPHE
- FTA - Section 5310
- Local Match - Members
- 100% Local
- Other



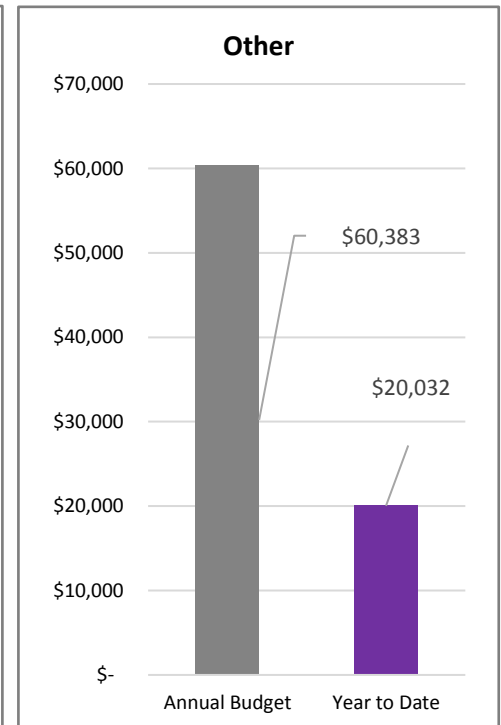
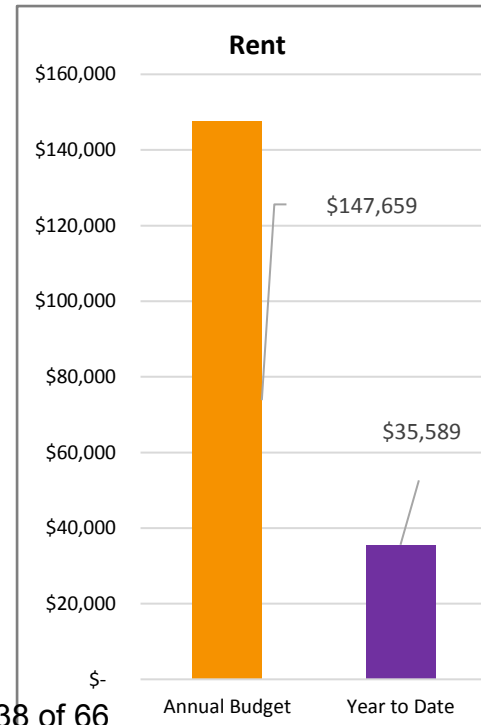
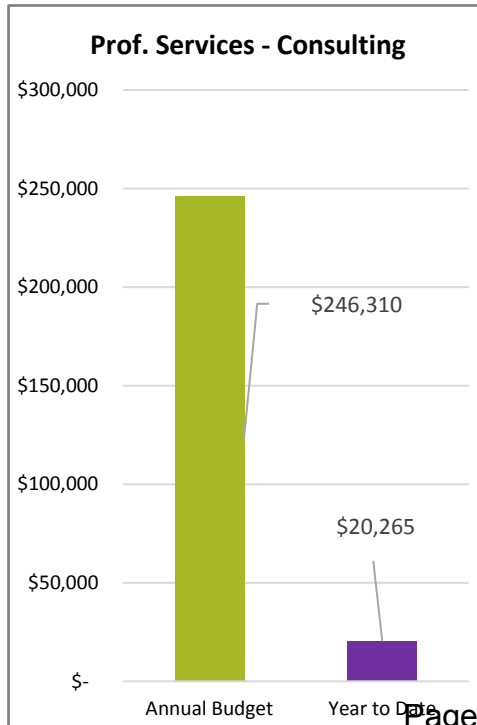
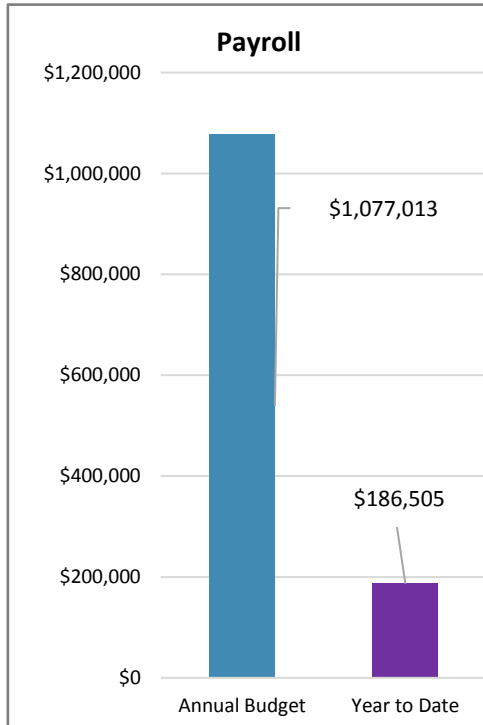
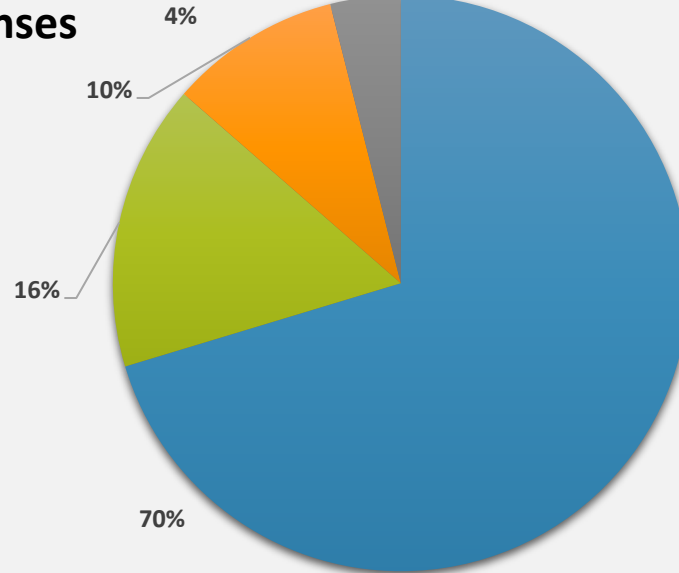
# Metropolitan Planning Organization - EXPENSES

Annually Budgeted Expenses vs. Expenses - Year to Date - End of 1st Quarter: March 31, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Expenses

- Payroll
- Prof. Services - Consulting
- Rent
- Other



**METROPOLITAN PLANNING ORGANIZATION**  
**Statement of Net Position**  
**For the Three Months Ending Friday, March 31, 2017**

**ASSETS**

Cash and Cash Equivalents	\$152,890
Cash-Savings	
Investments	460,718
Receivables	256,983
Due from VanGo	16,327
Capital Assets, net	53,506
Total Assets	<u>\$ 940,424</u>

**LIABILITIES AND NET ASSETS**

**LIABILITIES**

Accounts Payable and Accrued Liabilities	\$ 32,349
Deferred Revenue	193,673
Long-Term Liabilities	
Loan Payable to VanGo	41,938
Accumulated Leave	39,144
Total Liabilities	<u>307,104</u>

**FUND BALANCE**

Unreserved	652,618
Current Year Revenue over (under) Expenditures	<u>(19,298)</u>
Total Fund Balance	<u>628,195</u>
Total Liabilities and Fund Balance	<u>\$ 940,424</u>

**METROPOLITAN PLANNING ORGANIZATION**  
**Revenues, Expenditures & Changes in Fund Balance**  
**For the Three Months Ending Friday, March 31, 2017**

	1st Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
<b>REVENUE</b>						
FHWA - Federal Income - CPG	\$175,804	\$175,804	\$911,615	\$735,811	19.28%	
FHWA - Federal Income - STP-Metro	11,270	11,270	258,912	247,642	4.35%	
State-CDPHE	1,348	1,348	25,000	23,652	5.39%	
FTA - Federal income - Section 5310	6,487	6,487	61,654	55,167	10.52%	
<b>Subtotal Grant Revenue</b>	<b>194,909</b>	<b>194,909</b>	<b>1,257,181</b>	<b>1,062,272</b>	<b>15.50%</b>	
Local match - Member Entities	42,067	42,067	260,184	218,117	16.17%	
100% Local	5,125	5,125	14,000	8,875	63.39%	
<b>Subtotal Local - All Sources</b>	<b>47,192</b>	<b>47,192</b>	<b>274,184</b>	<b>226,992</b>	<b>15.34%</b>	
Miscellaneous Revenue	50	50		(50)	0.00%	
Interest Earned	942	942		(942)	0.00%	
<b>Subtotal Other Revenue Sources</b>	<b>992</b>	<b>992</b>		<b>(992)</b>	<b>0.00%</b>	
<b>Total Revenue- Combined Sources</b>	<b>243,093</b>	<b>243,093</b>	<b>1,531,365</b>	<b>1,288,272</b>	<b>15.87%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Administration	44,068	44,068	254,940	210,872	17.29%	
Transportation Planning	134,784	134,784	768,723	633,939	17.53%	
Mobility Management	7,653	7,653	53,350	45,697	14.35%	
<b>Subtotal Payroll Expense</b>	<b>186,505</b>	<b>186,505</b>	<b>1,077,013</b>	<b>890,508</b>	<b>17.32%</b>	①
Professional Services & Consulting	20,265	20,265	126,310	106,045	16.04%	②
<b>Subtotal professional Services &amp; Consulting</b>	<b>20,265</b>	<b>20,265</b>	<b>126,310</b>	<b>106,045</b>	<b>16.04%</b>	
Fleet Expense	585	585	3,500	2,915	16.71%	
Insurance Expense	859	859	4,431	3,572	19.39%	
Office Furniture/Equipment (non-cap)	946	946	121,697	120,751	0.78%	③
Office Supplies	806	806	5,135	4,329	15.70%	
Communications (phone/data/fax)	2,802	2,802	11,298	8,496	24.80%	
Postage	283	283	2,157	1,874	13.12%	
Printing			1,414	1,414	0.00%	
Rent	35,589	35,589	147,659	112,070	24.10%	
Other Office Operating (Facility, Repairs, Furniture move, Dues, licensing and Subscriptions)	1,055	1,055	32,045	30,990	3.29%	
Maintenance Contracts - Copier maintenance/usage	3,185	3,185	6,413	3,228	49.66%	④
Other Operating Costs	20,932	20,932	47,574	26,642	44.00%	⑤
Event/Meeting Expense	98	98		(98)	0.00%	
Indirect Costs	1,847	1,847	10,438	8,591	17.69%	
Travel/Conference/Training Expense	(17,192)	(17,192)	(186,100)	(168,908)	9.24%	
Capitalized Equipment /Vehicles	3,826	3,826	35,110	31,284	10.90%	⑥
<b>Subtotal Other Expenses</b>	<b>55,621</b>	<b>55,621</b>	<b>328,042</b>	<b>272,421</b>	<b>26.74%</b>	
<b>Total Expenditures/Expenses</b>	<b>262,391</b>	<b>262,391</b>	<b>1,531,365</b>	<b>1,268,974</b>	<b>17.13%</b>	
Excess(Deficiency of Revenue over Expenditures)	(19,298)	(19,298)		19,298		



### Expansion of Variances

One Staff left at the end of January and has not been replaced

③ Audit is paid for in the first two quarters of the year. Additional cost will be incurred for IT when computer replacements take place

④ Computers will be replace in late summer.

⑤ Dues for the American Planning Association are paid in the first quarter for most of the planners.

⑤ This includes annual software license fee for completing the SE Data Projections

The majority of conferences occur in the summer and early fall.

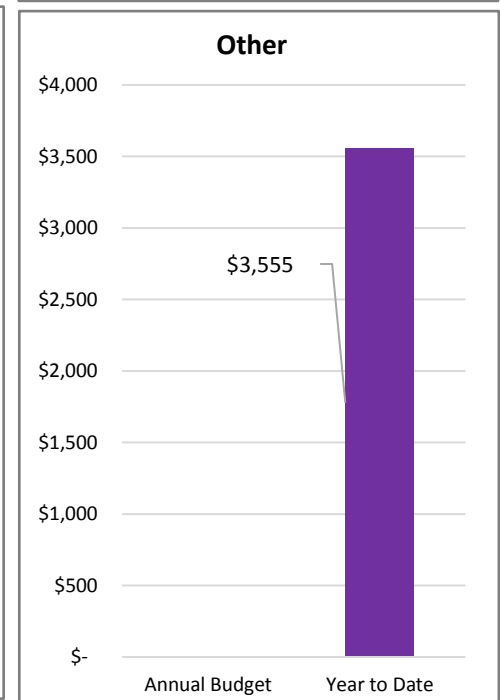
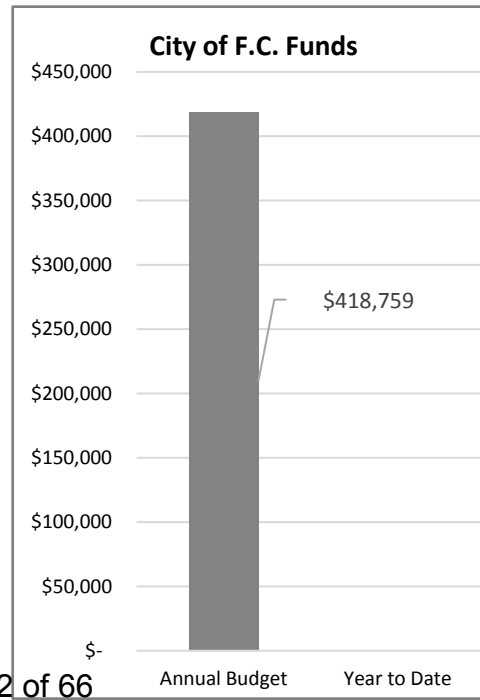
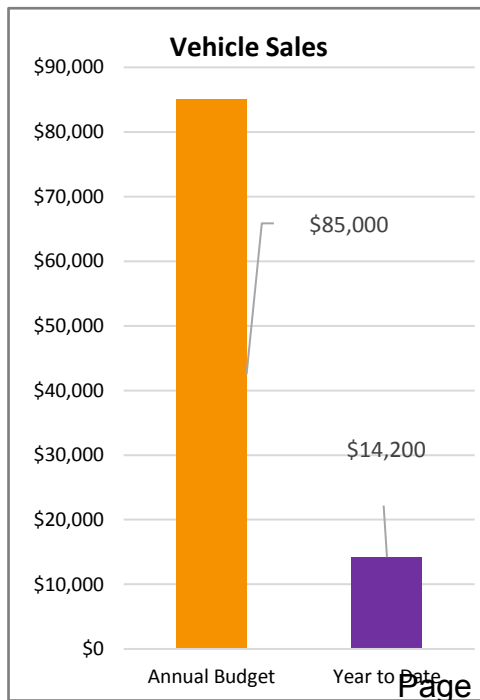
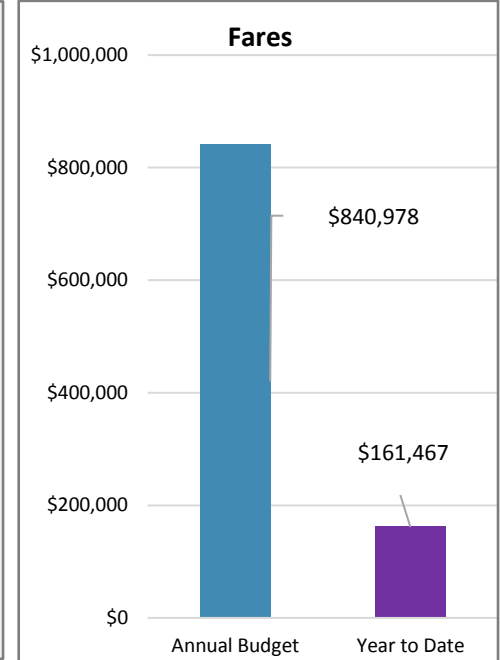
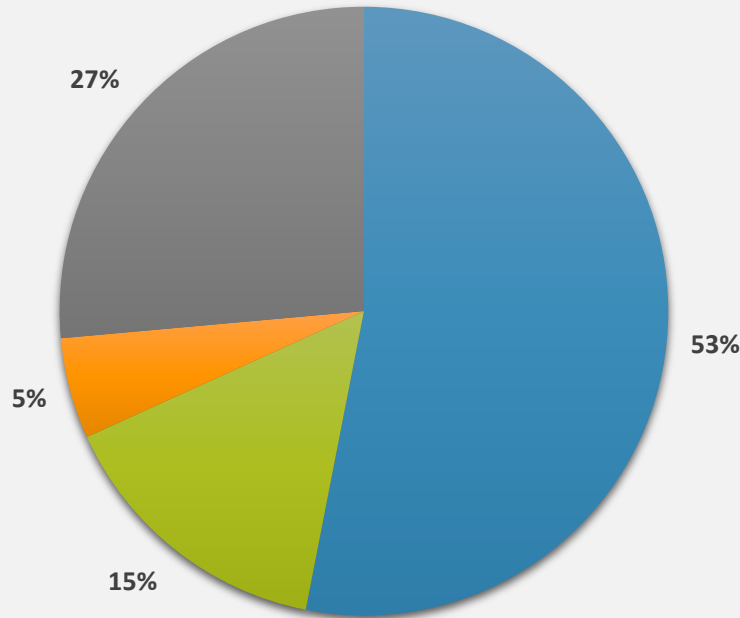
# VanGo™ - REVENUE

Annually Budgeted Revenue vs. Revenue - Year to Date - End of 1st Quarter: March 31, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Revenue

- Fares
- Faster Funds
- Vehicle Sales
- City of FC Funds
- Other



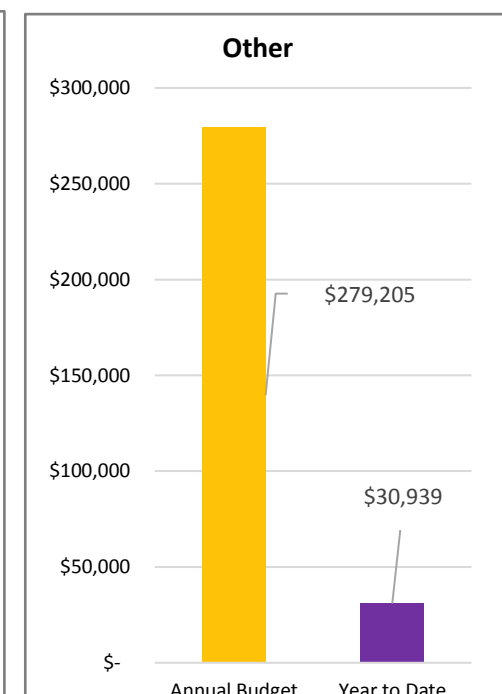
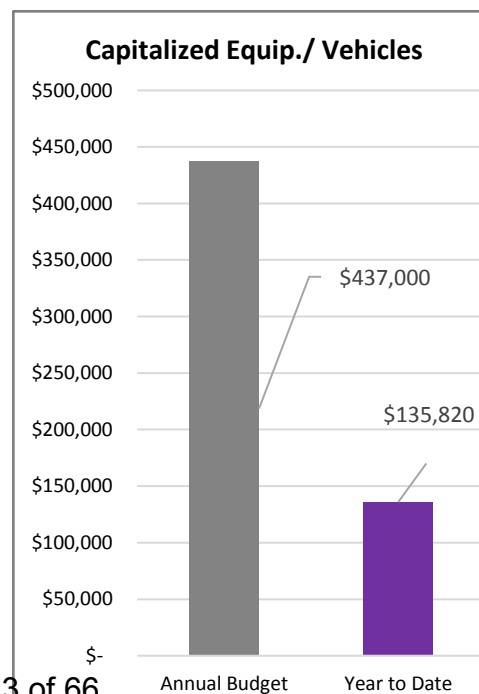
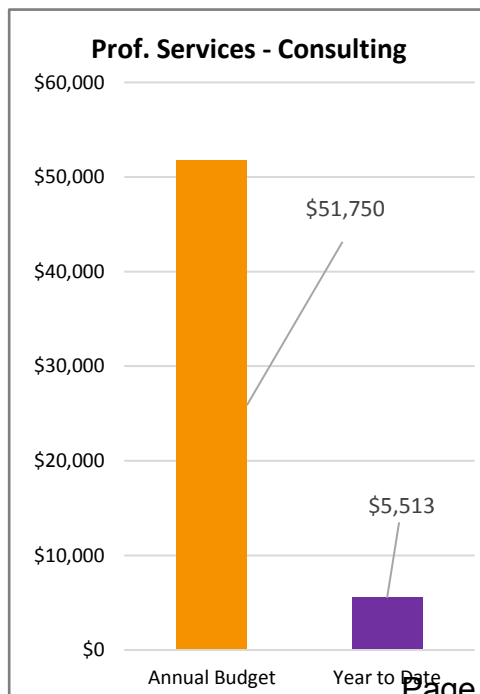
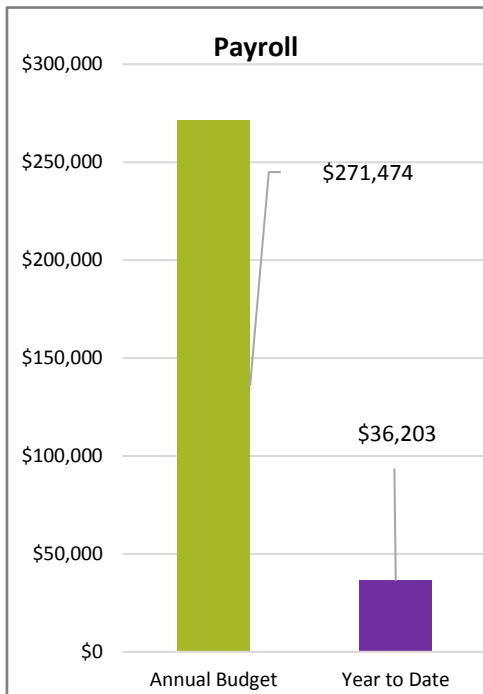
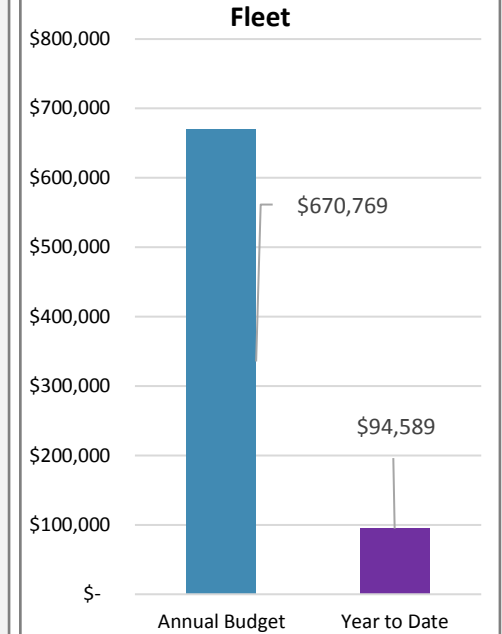
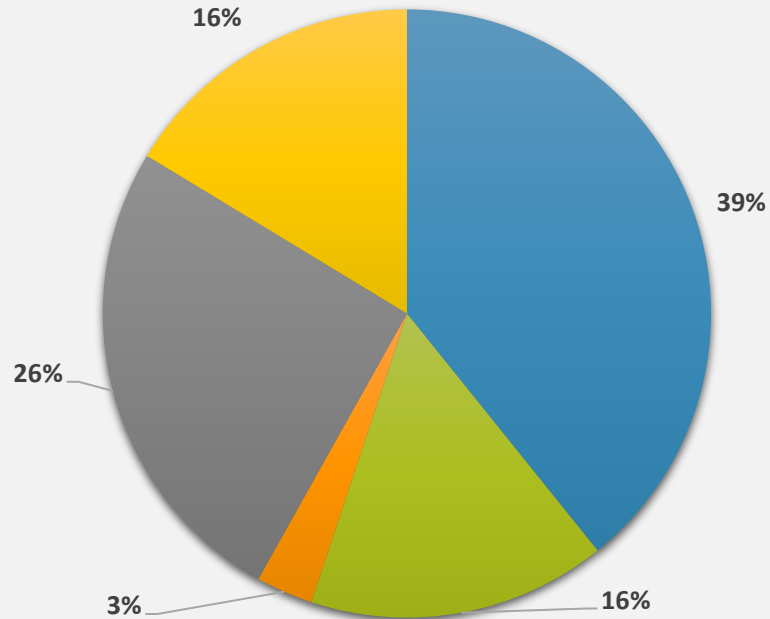
# VanGo™ - EXPENSES

Annually Budgeted Expenses vs. Expenses - Year to Date - End of 1st Quarter: March 31, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Expenses

- Fleet
- Payroll
- Prof. Services - Consulting
- Capitalized Equipment/ Vehicles
- Other



**VanGo**  
**Statement of Net Assets**  
**For the Three Months Ending Friday, March 31, 2017**

**ASSETS**

Cash and Cash Equivalents	\$ 99,279
Cash-Savings	425,071
Investments	1,473,707
Receivables	699,197
Loan Receivable-MPO	41,938
Capital Assets, net	660,974
Total Assets	<u>\$ 3,400,167</u>

**LIABILITIES AND NET ASSETS**

**LIABILITIES**

Accounts Payable and Acrued Liabilities	\$ 30,743
Long-Term Liabilities	
Accumulated Leave	5,008
Total Liabilities	<u>35,751</u>

**FUND BALANCE**

Unreserved	3,379,603
Current Year Revenue over (under) Expenditures	(15,186)
Total Fund Balance	<u>3,364,416</u>
Total Liabilities and Fund Balance	<u>\$ 3,400,167</u>

**VanGo**  
**Revenue, Expenditures & Changes in Fund Balance**  
**For the Three Months Ending Friday, March 31, 2017**

	2017	2017	2017	2017	%	
	1st Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	Complete	
<b>REVENUE</b>						
State - FASTER Funds	\$108,656	\$108,656	\$240,000	\$131,344	45.27%	(a)
<i>Subtotal Grant Revenue</i>	<i>108,656</i>	<i>108,656</i>	<i>240,000</i>	<i>131,344</i>	<i>45.27%</i>	
Program Revenue - Fares	161,467	161,467	840,978	679,511	19.20%	
Sale of Vehicles	14,200	14,200	85,000	70,800	16.71%	
City of Fort Collins Funds			418,759	418,759	0.00%	
<i>Subtotal VanGo Revenue-All Sources</i>	<i>284,323</i>	<i>284,323</i>	<i>1,584,737</i>	<i>1,300,414</i>	<i>17.94%</i>	
Interest Earned	3,555	3,555		(3,555)	0.00%	
<i>Subtotal Other Revenue Sources</i>	<i>3,555</i>	<i>3,555</i>		<i>(3,555)</i>	<i>0.00%</i>	
<b>Total Revenue- Combined Sources</b>	<b>287,878</b>	<b>287,878</b>	<b>1,584,737</b>	<b>1,296,859</b>	<b>18.17%</b>	
<b>EXPENDITURES/EXPENSES</b>						
<b>Fleet Expense</b>						
Fleet Insurance	28,810	28,810	120,000	91,190	24.01%	
Fleet Motor Fuel & Oil	22,161	22,161	297,008	274,847	7.46%	(b)
Fleet Repairs & Maintenance	41,943	41,943	238,361	196,418	17.60%	
Fleet Repairs & Maintenance- Insurance Deductible	500	500	5,500	5,000	9.09%	
Guaranteed Ride Home	224	224	4,900	4,676	4.57%	
Fleet Other	951	951	5,000	4,049	19.02%	
<i>Subtotal Fleet Expense</i>	<i>94,589</i>	<i>94,589</i>	<i>670,769</i>	<i>576,180</i>	<i>14.10%</i>	
<i>VanGo Payroll</i>	<i>36,203</i>	<i>36,203</i>	<i>271,474</i>	<i>235,271</i>	<i>13.34%</i>	
<i>Professional Services and Consulting</i>	<i>5,513</i>	<i>5,513</i>	<i>51,750</i>	<i>46,237</i>	<i>10.65%</i>	
Office Furniture/Equipment (non-cap)	817	817		(817)	0.00%	
Postage	4	4		(4)	0.00%	
Credit Card Fees	3,383	3,383	16,500	13,117	20.50%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)	57	57	200	143	28.50%	
Dues, Licensing and Subscriptions			1,550	1,550	0.00%	
Maintenance Contracts - Copier maintenance/usage	310	310	23,880	23,570	1.30%	(c)
Rideshare Promotion	7,849	7,849	40,000	32,151	19.62%	
Event/Meeting Expense	22	22	2,500	2,478	0.88%	(d)
Indirect Costs	17,192	17,192	186,100	168,908	9.24%	
Travel/Conference/ Training	1,305	1,305	8,475	7,170	15.40%	(e)
Capitalized Equipment/Vehicles	135,820	135,820	437,000	301,180	31.08%	
<i>Subtotal Other Expenses</i>	<i>166,759</i>	<i>166,759</i>	<i>716,205</i>	<i>549,446</i>	<i>23.28%</i>	
<b>Total Expenditures/Expenses</b>	<b>303,064</b>	<b>303,064</b>	<b>1,710,198</b>	<b>1,407,134</b>	<b>17.72%</b>	
Excess(Deficiency) of Revenue over Expenditures)	(15,186)	(15,186)	(125,461)	(110,275)	12.10%	

**Explanation of Variances**

- (a) Purchase of 5 vans occurred in January.
- (b) Fuel was budgeted for 65 vans with an expectation that fuel costs would rise. The program stated the year with 60 vans on the road and prices remained constant.
- (c) Maintenance costs where budget based on a prior lease. The current lease costs are approximately \$150 a month less.
- (d) The safety meeting is scheduled for September.
- (e) NTD and ACT training will occur in late summer.

<u>1st Quarter Professional Services &amp; Consulting (1)</u>	Year-to-Date			
	2017	2017		%
	Budget	Actual	Variance Under (over)	
<b>Professional Services &amp; Consulting Administration</b>				
<b>Information Technology Services</b>				
Greystone	\$ 51,900.00	\$ 7,125.00	\$ 44,775.00	13.73%
Njevity	\$ 5,060.00	\$ -	\$ 5,060.00	0.00%
Greystone Web	\$ 2,000.00	\$ -	\$ 2,000.00	0.00%
<b>Audit Services</b>				
Eidi Bailly	\$ 27,000.00	\$ 10,250.00	\$ 16,750.00	37.96%
<b>Legal Services</b>				
Bell, Gould & Scott PC	\$ 20,000.00	\$ 1,470.00	\$ 18,530.00	7.35%
<b>Human Services</b>				
Mountain States	\$ 4,000.00	\$ -	\$ 4,000.00	0.00%
Professional Development		\$ 587.50	\$ (587.50)	0.00%
	<b>\$ 109,960.00</b>	<b>\$ 19,432.50</b>	<b>\$ 91,115.00</b>	<b>17.67%</b>
<b>VanGo™ Program</b>				
Portal- NTD Module	\$ 50,000.00	\$ -	\$ 50,000.00	0.00%
<b>Planning</b>				
SE Data Project	\$ 5,000.00	\$ 5,000.00	\$ -	100.00%
Local Transportation Plans	\$ 10,750.00	\$ -	\$ 10,750.00	0.00%
	<b>\$ 15,750.00</b>	<b>\$ 5,000.00</b>	<b>\$ 10,750.00</b>	<b>31.75%</b>
Translation Services	\$ 600.00	\$ 98.50	\$ 501.50	16.42%
Volunteer Drivers Program		\$ 1,246.95	\$ (1,246.95)	0.00%
	<b>\$ 600.00</b>	<b>\$ 1,345.45</b>	<b>\$ (745.45)</b>	<b>16.42%</b>
<b>Year-to-Date Professional Services &amp; Consulting Total</b>				
	<b>\$ 176,310.00</b>	<b>\$ 25,777.95</b>	<b>\$ 151,119.55</b>	<b>14.62%</b>

(a)

(b)

(a) Audit is paid during the first and second quarter of the year. Audited was budget as a indirect cost and a 100% local match due to uncertainty if a Single Audit would be required.

(b) Training on new software program

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

Institution	Account Number	Balance as of March 31, 2017		
		MPO	VanGo	Total
<b>Cash</b>				
1st National Bank	0022	\$ 152,814.86		\$ 152,814.86
1st National Bank	7343		\$ 99,279.16	\$ 99,279.16
Petty Cash		\$ 75.00		\$ 75.00
<b>Total Cash</b>		<b>\$ 152,889.86</b>	<b>\$ 99,279.16</b>	<b>\$ 252,169.02</b>
<b>Savings</b>				
Public Service Credit Union	0095		\$ 201,112.82	\$ 201,112.82
1st National Bank	6539		\$ 223,958.63	\$ 223,958.63
<b>Total Savings</b>		<b>\$ -</b>	<b>\$ 425,071.45</b>	<b>\$ 425,071.45</b>
<b>Investments</b>				
COLOTRUST	8001	\$ 460,718.07	\$ 1,473,706.55	\$ 1,934,424.62
<b>Total Investments</b>		<b>\$ 460,718.07</b>	<b>\$ 1,473,706.55</b>	<b>\$ 1,934,424.62</b>
Total Savings and Investments		\$ 460,718.07	\$ 1,898,778.00	\$ 2,359,496.07

Operating Reserves		Capital Reserve	FTA	Other	Other	Total
MPO	VanGo	VanGo	Funds	MPO***	VanGo **	
				\$ 152,814.86		\$ 152,814.86
					\$ 99,279.16	\$ 99,279.16
				\$ 75.00		\$ 75.00
\$ -	\$ -	\$ -	\$ -	\$ 152,889.86	\$ 99,279.16	\$ 252,169.02
					\$ 201,112.82	\$ 201,112.82
			\$ 31,822.00		\$ 192,136.63	\$ 223,958.63
\$ -	\$ -	\$ -	\$ 31,822.00		\$ 393,249.45	\$ 425,071.45
\$ 409,755.49	\$ 429,479.26	\$ 46,750.30		\$ 50,962.58	\$ 997,476.99	\$ 1,934,424.62
\$ 409,755.49	\$ 429,479.26	\$ 46,750.30		\$ 50,962.58	\$ 997,476.99	\$ 1,934,424.62
\$ 409,755.49	\$ 429,479.26	\$ 46,750.30	\$ 31,822.00	\$ 50,962.58	\$ 1,390,726.44	\$ 2,359,496.07

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



**RESOLUTION NO. 2017 -13**  
**OF THE NORTH FRONT RANGE TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL**  
**AUTHORIZING A LOAN FROM THE VANGO ENTERPRISE FUND TO THE NORTH FRONT**  
**RANGE METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the North Front Range Metropolitan Planning Organization (MPO) staff travel for various meetings and other related business activities;

WHEREAS, the MPO provides vehicles for staff to use for business travel;

WHEREAS, one vehicle requires maintenance with costs that far exceed the trade in value;

WHEREAS, funds are needed to finance the purchase of a replacement vehicle;

WHEREAS, the VanGo™ Enterprise Fund has more than \$1 million in excess reserves, which are earning interest at a rate significantly lower than the MPO would be required to pay on any funds borrowed in order to replace current vehicle; and

WHEREAS, in consideration of the foregoing, the MPO desires to document a formal loan arrangement from the VanGo™ Enterprise Fund for the principal sum not to exceed \$25,000.00, to be repaid in full at the annual interest rate of 0.11% for four years. Repayment of the loan shall be made by the MPO to the VanGo Enterprise Fund once per year, in September of each of the five years commencing September 2017.

IT IS THEREFORE RESOLVED by the North Front Range Transportation & Air Quality Planning Council authorizes the Executive Director to transfer, as a loan under the terms set forth herein, the sum of not more than \$25,000.00 from the VanGo™ Enterprise Fund to the North Front Range Metropolitan Planning Organization, and to note the obligation on the books and records of both the VanGo™ Enterprise Fund as well as the North Front Range Metropolitan Planning Organization.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of June, 2017.

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

ATTEST:

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



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item		Submitted By		
June 1, 2017 Weld County	May 2017 TIP Amendment		Medora Kealy		
<b>Objective / Request Action</b>					
To approve the May 2017 TIP Amendment into the FY 2016-2019 TIP and the FY 2018-2021 TIP.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action		
<b>Key Points</b>					
<p>NFRMPO staff received eight Amendment requests including five project additions and three project revisions for the May 2017 TIP Amendment cycle. Of the eight requests, six impact funding within the FY 2016-2019 TIP and five impact funding within the FY 2018-2021 TIP.</p> <p>CDOT Division of Transit and Rail (DTR) is requesting the addition of four projects:</p> <ul style="list-style-type: none"> <li>• <i>Van Replacement</i> project by the Greeley Easter Seals with \$46k FTA \$5310 funds and \$11k local funds in FY17</li> <li>• <i>Vehicle Replacement: Cutaway</i> bus replacement project for the City of Greeley with \$83k FTA \$5310 funds and \$21k local funds in FY17</li> <li>• <i>Bus Replacement</i> project for the City of Greeley with \$460k FTA \$5339 funds and \$115k local funds in FY17</li> <li>• <i>Bus Yard Concrete Maintenance</i> project for the City of Greeley with \$160k FASTER Transit local funds and \$40k local funds in FY18</li> </ul> <p>CDOT R4 is requesting the addition of one project:</p> <ul style="list-style-type: none"> <li>• <i>US34 Widening project from Rocky Mountain Ave to LCR 3E</i> with \$6,600k in National Highway Performance Program Federal funds, \$4,000k FASTER Safety state funds, and \$1,400 Surface Treatment state funds in FY21</li> </ul> <p>CDOT R4 is requesting revisions to three projects:</p> <ul style="list-style-type: none"> <li>• Removing <i>US34 Bypass Signal at 83<sup>rd</sup> Ave</i> from the Non-Regionally Significant Regional Priority Program Pool and decreasing the pool total by \$600k Federal and \$900k local in FY19</li> <li>• Adding \$53,380k Surface Treatment funds to the Region 4 Surface Treatment Pool in FY20</li> <li>• Adding \$32,500k local funds and \$2,000k FASTER Safety funds for the <i>North I-25: Design Build</i> project in FY18, FY19, and FY20</li> </ul>					
Table: Amendment Funding					
<b>Funding Source</b>	<b>Currently Programmed</b>	<b>Amendment Additions</b>	<b>Amendment Reductions</b>	<b>Amendment Change</b>	<b>Amendment Total</b>
Federal	\$286,955	\$60,729	\$(600)	\$60,129	\$347,084
State	\$137,075	\$7,400	-	\$7,400	\$144,475
Local	\$76,500	\$32,687	\$(900)	\$31,787	\$108,287
<b>Total</b>	<b>\$500,530</b>	<b>\$100,816</b>	<b>\$(1,500)</b>	<b>\$99,316</b>	<b>\$599,846</b>
<b>Committee Discussion</b>					
<p>One of the requests in the May 2017 TIP Amendment was requested in the March 2017 TIP Amendment cycle: the removal of the <i>US34 Bypass Signal at 83<sup>rd</sup> Ave</i> project. At their April 19, 2017 meeting, TAC did not recommend Planning Council approve the request, and TAC asked for the Amendment request to return at the May 17, 2017 meeting. At the May 4, 2017 meeting, Planning</p>					

Council approved the March 2017 TIP Amendment without the removal of the *US34 Bypass Signal at 83<sup>rd</sup> Ave* project.

At their May 17, 2017 meeting, TAC recommended Planning Council approve the May 2017 TIP Amendment including the removal of the deferred project.

### Supporting Information

The 30-day Public Comment period for the May 2017 TIP Amendment began on May 10 and concludes on June 8. Planning Council Action is contingent on no negative public comment received as of June 8.

The May 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.

### Funding Types and Uses

FASTER Transit Local funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

FASTER Safety supports the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.

FTA §5310 - Enhanced Mobility for Seniors and Individuals with Disabilities funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA §5339 - Bus and Bus Facilities Program provides funds to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

The Non-Regionally Significant Regional Priority Program (RPP) provides funds from the RPP for non-regionally significant projects. The RPP is allocated to CDOT regions and is used for a variety of project types.

### Advantages

Approval of the May 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

None noted.

### Analysis /Recommendation

TAC recommended Planning Council approve the May 2017 TIP Amendment at their May 17, 2017 meeting. The approval is contingent on no negative public comment by June 8.

### Attachments

- Resolution No. 2017-16
- May 2017 Policy Amendment Form
- Environmental Justice Analysis

**FY 2016 - FY 2019 And FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)**  
**North Front Range Transportation & Air Quality Planning Council**  
**Policy Amendment #2017-05-A**

Submitted to: CDOT

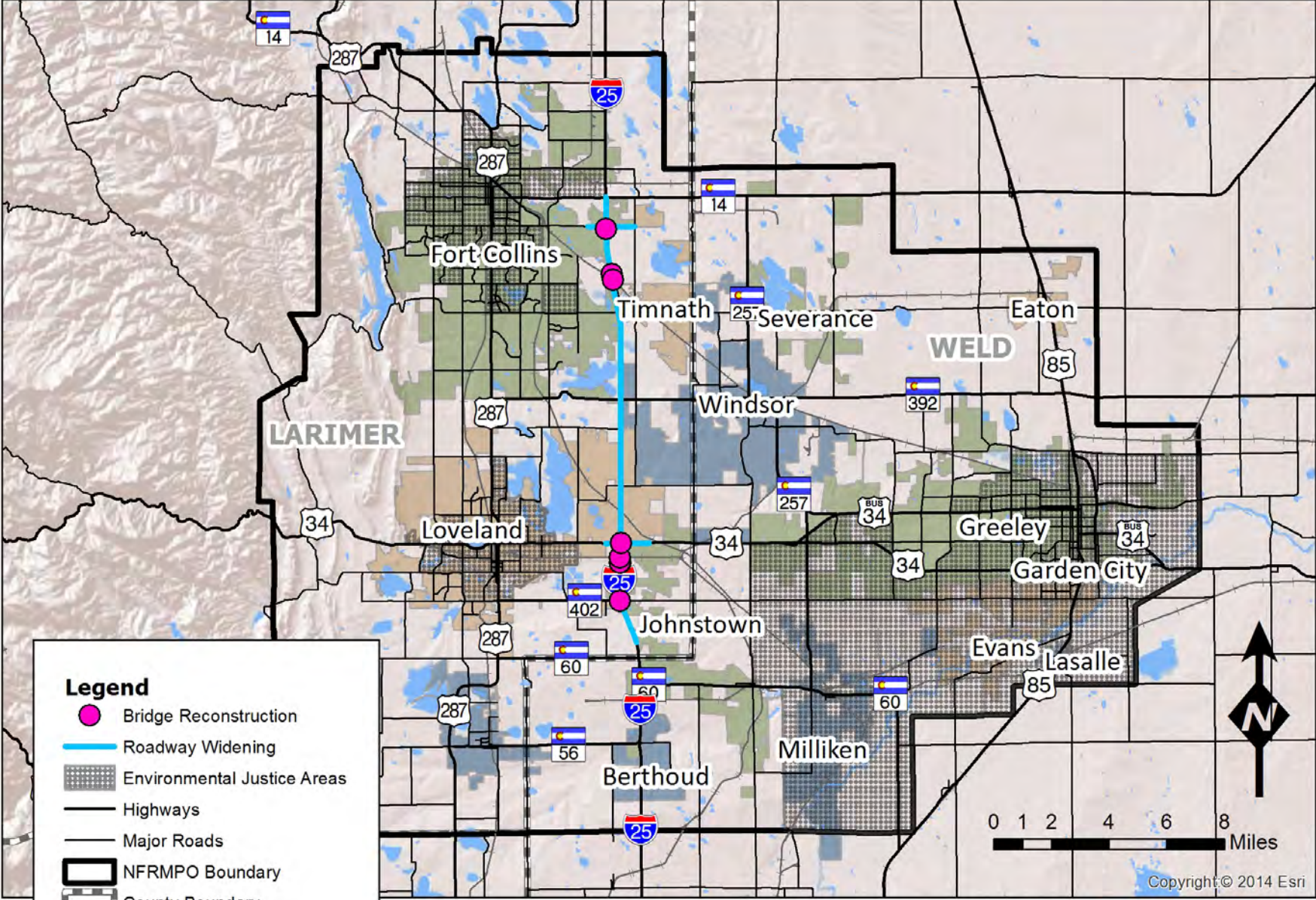
Prepared by: Medora Kealy

DATE: 5/10/2017

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
<b>TRANSIT 5310: Transportation for Elderly Persons &amp; Persons with Disabilities</b>																	
NEW ENTRY		Van Replacement	Easter Seals (Greeley)	Vehicle Replacement	Federal	FTA5310	0	0	46	0	0	0	0	46	0	0	0
					Local	L	0	0	11	0	0	0	0	11	0	0	0
					Total		0	0	57	0	0	0	0	57	0	0	0
Reason: Project awarded FTA 5310 Small UZA funds.																	
NEW ENTRY		Vehicle Replacement: Cutaway	Greeley	Vehicle Replacement	Federal	FTA5310	0	0	83	0	0	0	0	83	0	0	0
					Local	L	0	0	21	0	0	0	0	21	0	0	0
					Total		0	0	104	0	0	0	0	104	0	0	0
Reason: Project awarded FTA 5310 Small UZA funds.																	
<b>TRANSIT 5339 - Bus and Bus Facilities Program</b>																	
NEW ENTRY		Bus Replacement	Greeley	Transit Vehicle Replacements	Federal	FTA5339	0	0	460	0	0	0	0	460	0	0	0
					Local	L	0	0	115	0	0	0	0	115	0	0	0
					Total		0	0	575	0	0	0	0	575	0	0	0
Reason: Project awarded FTA 5339 Small Urbanized funds.																	
<b>FASTER Transit</b>																	
NEW ENTRY		Bus Yard Concrete Maintenance	Greeley	Capital Maintenance	Federal	TRG	0	0	0	160	0	0	0	160	160	0	0
					Local	L	0	0	0	40	0	0	0	40	40	0	0
					Total		0	0	0	200	0	0	0	200	200	0	0
Reason: Project awarded FASTER Local funds.																	
<b>STRATEGIC</b>																	
NEW ENTRY		US34 Widening	CDOT Region 4	Widening	Federal	NHPP	0	0	0	0	0	0	6,600	0	6,600	0	0
SR41003		Rocky Mountain Ave to LCR 3E MP 95.8-97.2		4-6 lanes	State	SHF	0	0	0	0	0	0	1,400	0	1,400	0	0
					State	FASTER	0	0	0	0	0	0	4,000	0	4,000	0	0
					Local Overmatch		0	0	0	0	0	0	0	0	0	0	0
					Total		0	0	0	0	0	0	12,000	0	12,000	0	0
Project Description: Widening from 4 to 6 lanes																	
Reason: Add new project to TIP. Funds are available from within Region 4 Surface Treatment and FASTER Safety Pool.																	
<b>Non-Regionally Significant Regional Priority Program</b>																	
PREVIOUS ENTRY		Non-Regionally Significant Regional Priority Program Pool	CDOT Region 4	Safety and	Federal	STA	1,350	0	0	0	700	0	0	700	700	0	0
SR46600		Funding amounts allocated for the North Front Range Region		Bridge Replacement	State	SHF	280	0	300	0	250	0	0	550	250	0	0
For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>																	
					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		Non-Regionally Significant Regional Priority Program Pool	CDOT Region 4	Safety and	Federal	STA	1,350	0	0	0	100	0	0	100	100	0	0
SR46600		Funding amounts allocated for the North Front Range Region		Bridge Replacement	State	SHF	280	0	300	0	250	0	0	550	250	0	0
For the most current project funding information, please see CDOT's Daily STIP at <a href="http://www.coloradodot.info/business/budget">http://www.coloradodot.info/business/budget</a>																	
					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)																	
<b>Surface Treatment</b>																	
PREVIOUS ENTRY	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal	STP-Surface Transportation Program	61,241	0	116,658	61,098	59,630	0	0	237,386	120,728	0	0
SR45218					State		12,181	0	0	0	0	0	0	0	0	0	0
					Total		73,422	0	116,658	61,098	59,630	0	0	237,386	120,728	0	0
REVISED ENTRY	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal	STP-Surface Transportation Program	61,241	0	116,658	61,098	59,630	53,380	0	237,386	174,108	0	0
SR45218					Local		12,181	0	0	0	0	0	0	0	0	0	0
					Total		73,422	0	116,658	61,098	59,630	53,380	0	237,386	174,108	0	0
Reason: Add FY20 Surface Treatment pool funding of \$53,380k. Project list remains unchanged.																	

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
<b>STRATEGIC</b>																	
PREVIOUS ENTRY	2017-032	North I-25: Design Build Segment 7 and 8	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal (freight)	FR8	0	0	0	15,000	0	15,000	0	15,000	30,000	0	0
SSP4428		SH402 - SH14, ROD 1 & 4 (Sub Account 21506)			Federal	TIGER	0	0	0	15,000	0	0	0	15,000	15,000	0	0
					State	TCC	0	0	5,000	23,000	60,000	22,000	0	88,000	105,000	0	0
					State (Transit)	STL	0	0	0	5,000	0	0	0	5,000	5,000	0	0
					State (RoadX)	ITS	0	0	0	2,000	0	0	0	2,000	2,000	0	0
					Federal (RAMP HPTE)	NHPP	0	0	3,869	0	0	0	0	3,869	0	0	0
					State (RAMP HPTE)	NHPP	0	0	6,525	0	0	0	0	6,525	0	0	0
					Local	Private	0	0	0	0	0	18,000	32,000	0	50,000	0	0
					Local	L	0	0	5,000	5,000	5,000	10,000	0	15,000	20,000	0	0
					Regional Priority Program	RPP	0	0	0	0	0	0	3,000	0	3,000	0	0
					Surface Treatment	STA	0	0	0	0	0	0	8,280	0	8,280	0	0
					Surface Treatment	SHF	0	0	0	0	0	0	1,720	0	1,720	0	0
					Total		0	0	20,394	65,000	65,000	65,000	45,000	150,394	240,000	0	0
Project Description:		One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, and replacement of portions of existing facility															
REVISED ENTRY	2017-032	North I-25: Design Build	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal (freight)	FR8	0	0	0	15,000	0	15,000	0	15,000	30,000	0	0
SSP4428		MP 253.7-270			Federal	TIGER	0	0	0	15,000	0	0	0	15,000	15,000	0	0
					State	TCC	0	0	5,000	23,000	60,000	22,000	0	88,000	105,000	0	0
					State (Transit)	STL	0	0	0	5,000	0	0	0	5,000	5,000	0	0
					State (RoadX)	ITS	0	0	0	2,000	0	0	0	2,000	2,000	0	0
					Federal (RAMP HPTE)	NHPP	0	0	3,869	0	0	0	0	3,869	0	0	0
					State (RAMP HPTE)	NHPP	0	0	6,525	0	0	0	0	6,525	0	0	0
					Local	Private	0	0	0	0	0	18,000	32,000	0	50,000	0	0
					Local	L	0	0	5,000	18,000	18,000	16,500	0	41,000	52,500	0	0
					Regional Priority Program	RPP	0	0	0	0	0	0	3,000	0	3,000	0	0
					Surface Treatment	STA	0	0	0	0	0	0	8,280	0	8,280	0	0
					Surface Treatment	SHF	0	0	0	0	0	0	1,720	0	1,720	0	0
					FASTER Safety	SHF	0	0	0	0	2,000	0	0	2,000	2,000	0	0
					Total		0	0	20,394	78,000	80,000	71,500	45,000	178,394	274,500	0	0
Project Description:		One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements															
Reason:		Increase of \$32.5M locally committed funds and \$2M FASTER Safety for project design build. Revised project description and name due to scope change.															

# May 2017 TIP Amendment: Environmental Justice Analysis



May, 2017  
 Sources: 2015 5-Year American  
 Community Survey, FY 2015 HUD  
 Income Limits, CDOT, NFRMPO



US34 Widening; CDOT Region 4; NHPP, FASTER Safety, and Surface Treatment  
 North I-25: Design Build Segment 7 and 8, CDOT, Highway Added Capacity and Modify & Reconstruct, Various

Project already in the TIP - Yes or No	No	Yes
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	Yes
Bodily impairment, infirmity, illness, or death	No	No
Air, noise and water pollution and soil contamination	Yes	Yes
Destruction or disruption of main-made or natural resources	Yes	Yes
Destruction or diminution of aesthetic values	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No
Vibration	Yes	Yes
Adverse employment effects	No	No
Displacement of persons, business, farms or non profit organizations	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No	No

Note: The remaining projects in the May 2017 TIP Amendment are either not location-specific, facility maintenance projects, or are project pools and cannot be readily analyzed for impacts on Environmental Justice (EJ) populations.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 1, 2017 Weld County	FY17 CMAQ and STP Metro Additional Reconciliation Allocation	Medora Kealy
<b>Objective / Request Action</b>		
To approve the additional allocation of FY17 CMAQ and STP Metro funds.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>The most recent additional allocation approved by Planning Council from August 4, 2016 included additional funds for five projects, however, only one of those projects (the <i>Weld County Vehicle Replacement</i> project) received its additional allocation</li> <li>Funding for the other four projects was not programmed in the TIP and STIP, and those funds remain available for additional allocation</li> <li>The March 31, 2017 Reconciliation Report from CDOT lists \$489,762 in unprogrammed FY17 CMAQ funds and \$513,518 in unprogrammed FY17 STP Metro funds</li> </ul>		
<b>Committee Discussion</b>		
<p>At the April 19, 2017 TAC meeting, NFRMPO staff informed TAC members the allocation approved by Planning Council on August 4, 2016 was not completely programmed in the TIP. Also, the March 31, 2017 Reconciliation Report from CDOT identified additional CMAQ and STP Metro funds for allocation. TAC members requested the item return to the May 17, 2017 meeting.</p>		
<p>At their May 17, 2017 meeting, TAC members discussed the additional allocation of funds. TAC recommended allocating additional funds as follows:</p>		
<p>Unprogrammed CMAQ FY17 funds: \$489,762</p> <ul style="list-style-type: none"> <li>\$186,174 to the <i>GET CNG Bus Replacement</i> project</li> <li>\$186,174 to the <i>Transfort CNG Bus Replacement</i> project</li> <li>\$117,414 to the <i>Weld County Vehicle Replacement</i> project (Weld County received funds in August 2016)</li> </ul>		
<p>Unprogrammed STP Metro FY17 funds: \$513,518</p> <ul style="list-style-type: none"> <li>Small Communities Pool Share of 28.5 percent: \$146,353             <ul style="list-style-type: none"> <li>\$29,701 to the <i>Evans 65<sup>th</sup> Ave Widening</i> project</li> <li>\$116,652 to the large communities pool for payback from July 2015 additional allocation</li> </ul> </li> <li>Large Communities Pool Share of 71.5 percent: \$367,165             <ul style="list-style-type: none"> <li>\$32,133 to the <i>Fort Collins Horsetooth and College Intersection Improvements</i> project</li> <li>\$451,684 to the <i>Loveland US 34 Widening</i> project</li> </ul> </li> </ul>		
<b>Supporting Information</b>		
<p>CDOT's Office of Financial Management and Budget (OFMB) completes Reconciliation Reports quarterly identifying programmed, unprogrammed, budgeted, and unbudgeted funds. Unprogrammed funds identified in the Reconciliation Report may be programmed by the MPO.</p>		

<b>Advantages</b>
Approval of the additional allocation ensures available funds are assigned to projects in a timely manner and the FY2016-2019 TIP remains fiscally constrained.
<b>Disadvantages</b>
None noted.
<b>Analysis /Recommendation</b>
TAC recommended Planning Council approve the FY17 additional allocation at their May 17, 2017 meeting.
<b>Attachments</b>
<ul style="list-style-type: none"><li>• Resolution No. 2017-17</li></ul>





**RESOLUTION NO. 2017-17**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING AN AMENDMENT TO THE**  
**FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING**  
**ALLOCATION OF ADDITIONAL CMAQ & STP METRO FUNDING**

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

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

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

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

**WHEREAS**, the additional CMAQ allocation of \$489,762 will be allocated as follows:

- \$186,174 to the *GET CNG Bus Replacement* project in FY2017
- \$186,174 to the *Transfort CNG Bus Replacement* project in FY2017
- \$117,414 to the *Weld County Vehicle Replacement* project in FY2017

**WHEREAS**, the additional STP Metro allocation of \$513,518 will be allocated as follows:

- \$451,684 to the *Loveland US 34 Widening* project in FY2017
- \$32,133 to the *Fort Collins Horsetooth and College Intersection Improvements* project in FY2017
- \$29,701 to the *Evans 65<sup>th</sup> Ave Widening* project in FY2017

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2016-2019 TIP adding the additional allocation of STP Metro and CMAQ funds as noted above.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1<sup>st</sup> day of June, 2017.

ATTEST:

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

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

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 1, 2017 Weld County	US85 Access Control at 31 <sup>st</sup> Street Project Scope Change	Dawn Anderson
<b>Objective/Request Action</b>		
TAC requests Planning Council approve the requested scope change to the City of Evans' <i>US85 Access Control at 31<sup>st</sup> Street</i> project.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>During the FY 2012-2017 TIP Call for projects the City of Evans was awarded \$970,000 (\$747,000 federal, \$155,000 local, \$68,000 local overmatch) for the <i>US 85 Access Control Project at 31<sup>st</sup> Street</i>. This project is part of the US 85 Access Control Plan that was adopted in 1999.</p> <p>The original scope of work includes design, right-of-way acquisition and construction costs for work to move the service road access points away from the signalized intersection with US 85.</p> <p>The Evans Redevelopment Agency (ERA) purchased the parcels on the east side of US 85 as well as the south parcels on the west side of US 85. These areas were purchased and remain a high priority with the Evans City Council and Economic Development program.</p> <p>The City released an RFP for design services in December 2016. Once a firm was chosen (HDR Engineering, Inc.), Evans staff negotiated a cost for the project. During negotiations, city management suggested that a scope change may benefit this intersection for the following reasons:</p> <ul style="list-style-type: none"> <li>• Economic Development Focus - With the properties purchased by the ERA, staff feels that these improvements can be completed as part of the development process and will therefore benefit the overall goal of the project at lower costs to the taxpayers.</li> <li>• Development Driven Focus - Without the knowledge of what will develop at these locations, staff suggests that the overall design/layout of the new alignments be a partnership between the city and developer to prevent a new roadway from potentially being removed and relocated to meet the needs of the development.</li> <li>• Project Costs - The cost of design and construction of the northwest quadrant of the intersection is estimated at \$1.3M, \$330,000 more than the original project award.</li> </ul> <p><u>New Scope Proposal:</u></p> <p>The City of Evans requests that the scope of the project be reduced to design and construction funding for the northwest quadrant of the project area. Right-of-way acquisition will be paid for with local agency funding.</p> <p>The City has begun design of the NW parcel and has reviewed potential options for layout on the southwest parcels, for information only. The plans for the northwest parcel are ready for a Field Inspection Report (FIR) review by the State. The new layout will extend the new alignment for tie in at the north section of Stonegate Drive, allowing the remaining parcels outside of the future right-of-way to remain developable. The project will also include a new access into the subdivision on Denver Street, eliminating the access along 31<sup>st</sup> Street (see attached drawing). The scope will include the design and construction of curb, gutter and sidewalk as well as on street bike lanes for multi-modal travel and storm drainage improvements.</p> <p>The current cost estimate for design and construction of the northwest parcel is \$1.3M. The city of Evans will increase the original local overmatch from \$68,000 to \$398,000 to complete the project. If the scope change is accepted and approved the estimated project schedule is as follows:</p> <ul style="list-style-type: none"> <li>• Design - 2017</li> <li>• Right of Way Acquisition - 2017/2018</li> <li>• Construction - Fall 2018</li> </ul>		

### Committee Discussion

TAC discussed the US85 Access Control at 31<sup>st</sup> Street Project Scope Change at their May 17, 2017 meeting, and recommended Planning Council approval. TAC has reviewed the proposed scope change and has recommended approval.

### Supporting Information

The City of Evans is committed to completing the improvements as detailed in the US 85 Access Control Plan. Evans has completed improvements on two of the three major intersections in the plan, 42<sup>nd</sup> Street and 37<sup>th</sup> Street. Evans remains committed to the intersection of 31<sup>st</sup> Street, a critical area for both safety improvements and development.

The Evans City Council has recently retained a consultant to increase the focus of the redevelopment of the two parcels owned by the ERA as previously referenced. This reiterates the commitment by the city to move forward with our previous commitments to regional transportation plans, specifically the US 85 Access Control Plan.

### Advantages

Approval of the scope change allows Evans to move forward, in a timely manner, on the project while still improving access and safety. The new scope also accommodates sidewalk and bike lanes for multi-modal travel.

### Disadvantages

Without a scope change, Evans may not be able to finance the project as originally scoped and therefore not move forward with the project. This would delay any improvements to the area.

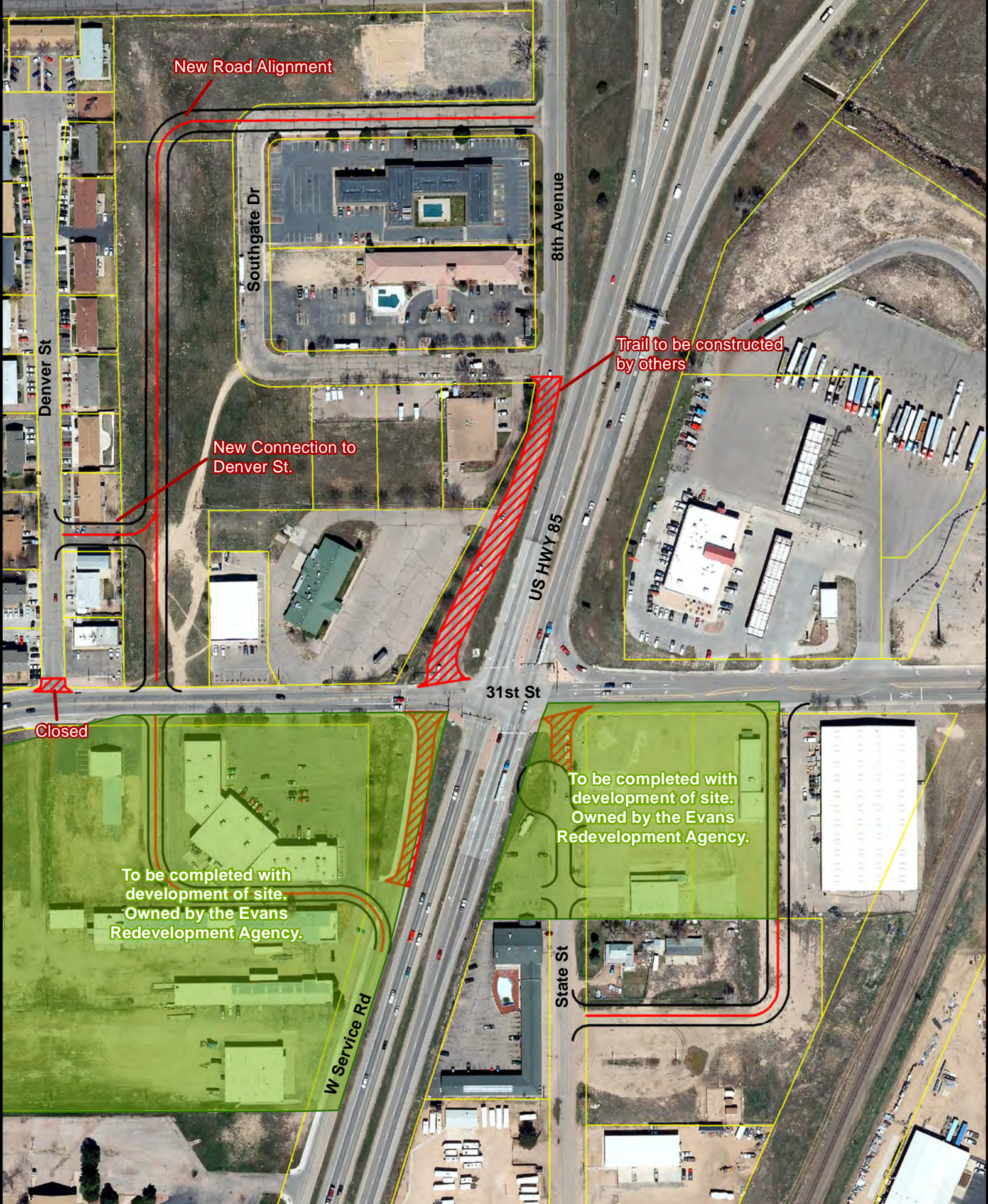
### Analysis/Recommendation

TAC recommends Planning Council approval of the US85 Access Control at 31<sup>st</sup> Street Project Scope Change.

### Attachments

- Proposed Scope Change Drawing

Rev. 9/17/2014



New Road Alignment

Southgate Dr

8th Avenue

Denver St

Trail to be constructed by others

New Connection to Denver St.

US HWY 85

31st St

Closed

To be completed with development of site. Owned by the Evans Redevelopment Agency.

To be completed with development of site. Owned by the Evans Redevelopment Agency.

W Service Rd

State St



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

**MPO Planning Council**  
 Mayor Kevin Ross- Chair  
 Town of Eaton  
 Commissioner Tom Donnelly- Vice Chair  
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 Jennifer Baker  
 Town of Berthoud  
 Mayor John Morris  
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 Paula Cochran  
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 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  
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 Terri Blackmore  
 Executive Director  
 Becky Karasko  
 Regional Transportation Planning  
 Director  
 Renae Steffen  
 Administrative Director  
 Crystal Hedberg  
 Finance and Operations Manager

**MEMORANDUM**

**To:** NFRMPO Planning Council  
**From:** Ryan Dusil  
**Date:** June 1, 2017  
**Re:** Regional Travel Demand Model: Traffic Analysis Zone (TAZ) Update

**Background**

This project is part of the FY2017 Unified Planning Work Plan (UPWP) Amendment approved by Council at the November 3, 2016 meeting. By matching TAZs to community growth boundaries, the updates will help the NFRMPO provide communities with meaningful socio-economic forecasts and travel projections. The TAZ update will also allow the NFRMPO to take full advantage of the UrbanSim Cloud Platform for land use forecasting and scenario planning.

**Methodology**

There are industry standards by which TAZ boundaries are typically based. The criteria and guidelines below are the basis for the NFRMPO’s TAZ boundaries moving forward. These criteria were developed from similar projects by planning consultants, state DOTs, and various academic institutions.

Criteria	Guidelines
Census Boundaries	Census Blocks (for socioeconomic inputs from UrbanSim)
Geographic Boundaries	Natural areas, steep slopes, water bodies, wetlands, and other natural barriers
Homogenous/Compatible Land Uses	Future Land Use Maps (Similar land uses together)
Jurisdictional Boundaries	City or Urban Growth Boundary/Growth Management Area (for data reporting to communities)
Transportation Network Boundaries	Arterials, collectors, limited access highways, and railroads
Uniform Shape	Relatively square or rectangular
Trip Loadings	10,000-15,000 maximum daily loadings, 1-3 Centroid Connectors
Employment	3,000 maximum employees
Population	1,200-3,000 maximum

Meetings with staff from each community ensure the updates reflect current and future land uses. Staff has met with the following communities:

- Severance - 1/16/2017
- Windsor - 2/7/2017
- Eaton - 2/17/2017
- Evans - 4/3/2017
- Milliken - 4/26/2017
- LaSalle - 5/9/2017
- Johnstown - 5/22/2017

Staff is working to schedule two community meetings in June and meet with the remaining MPO communities by the end of September 2017. Beginning October 1, 2017 Staff will begin updating communities within the air quality modeling area.

**Action**

NFRMPO is requesting Planning Council comment on the TAZ Update process.

## **STAC Summary – May 19<sup>th</sup>, 2017**

- 1) **Introductions & April Minutes** – *Vince Rogalski (STAC Chair)*
  - a) April 2017 STAC Minutes approved without changes.
- 2) **Federal and State Legislative Report** – *Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)*
  - a) State
    - i) SB 267 passed both the House and Senate and is awaiting the Governor’s signature. SB 267 will:
      - (1) Make the Hospital Provider Fee an enterprise, thereby increasing the overall flexibility of the General Fund.
      - (2) Allow the Treasurer to execute Lease Purchase Agreements for a total of around \$1.88 billion for transportation as early as July of 2018.
        - (a) Funds must be spent on strategic transportation projects identified in Tier 1 of the Development Program.
          - (i) CDOT staff are continuing to refine the scope, schedule, and cost of these projects and will review with the TC and STAC in June.
          - (b) At least 10% of these dollars must be spent on transit projects.
          - (c) At least 25% of these dollars must be spent in counties with populations less than 50,000.
          - (d) The first \$50 million to pay back bonds will come out of existing CDOT revenues, while the remaining \$100 million will come from the General Fund.
        - (3) The SB 228 transfer of \$79 million will still occur for FY18 but cease thereafter.
        - (4) A separate transportation ballot measure may still appear on the November ballot.
  - b) Federal
    - i) The President signed the Continuing Resolution (CR) to continue funding the federal government through September 2017.
    - ii) The CR included funding for the TIGER Program, so we anticipate a call for projects this summer.
  - c) STAC Discussion: STAC members discussed the potential for a STAC Subcommittee to help determine criteria for SB 267 project selection, the potential timeline for finalizing the proposed project list, and the need to emphasize with the Legislature and the public that these funds only satisfy a small percentage of the total statewide need. TC members encouraged CDOT staff and STAC members to take a deliberative approach and avoid any perception of a rural vs. urban divide in funding the statewide transportation system.
- 3) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
  - a) Transportation Commission (TC)
    - i) Received an update on Pavement Condition based on the Drivability Life system, which has allowed CDOT to pave twice as many lane miles as in 2012 by cutting costs in half.
    - ii) The TIFIA grant for C-470 was approved and the tolling lane project is ready to proceed.
    - iii) The FY18-FY21 STIP was approved.
    - iv) The new CDOT HQ/R1 building project is on schedule and move-in will occur in April 2018.
      - (1) The City & County of Denver is purchasing the existing HQ and R1 properties.
- 4) **TransPlanning Partnership** – *Michelle Scheuerman (CDOT Multimodal Planning Branch)*
  - a) The results of the SWP Lessons Learned indicated that STAC members (and other stakeholders) would like earlier engagement in the process and a greater role in developing SWP methodologies.
  - b) Prior to the kick-off of the next SWP in the summer of 2018, CDOT staff would like to form working groups to discuss key issues related to the plan. A survey was sent to STAC members to identify topics of interest, and the top items were:

- i) Scenario Planning
  - ii) Technology
  - iii) Performance Measures
  - iv) RTP Development
  - v) Funding
  - vi) Policy Development
- c) CDOT will establish a SWP Steering Committee to meet bi-monthly and include representatives of FHWA, OEDIT, DNR, DOLA, NREL, STAC, CSP, and CDOT
- d) Staff will send invitations, information packets, and calendars to the group and then provide STAC updates on a regular basis.
- e) STAC Discussion: Barbara Kirkmeyer, Sean Conway, and Thad Noll volunteered to participate in the SWP working groups. Vince Rogalski encouraged CDOT staff to closely integrate transit into the broader statewide and regional plans. TC representatives expressed enthusiasm for the participation of OEDIT and other economic stakeholders in the SWP process.
- 5) **Multimodal Freight Plan Update** – *Norm Steen (STAC Representative) & Evan Enarson-Hering (Cambridge Systematics)*
- a) The Freight Advisory Council (FAC) is developing a Multimodal Freight Plan in partnership with private industry, the Colorado Motor Carriers Association (CMCA), STAC members, etc.
  - b) The Multimodal Freight Plan builds on the existing State Freight & Passenger Rail Plan (2012) and State Highway Freight Plan (2015) while adding a robust industry engagement that hasn't occurred previously.
  - c) The overall goal is to make Colorado more nationally and globally competitive, and key messages include:
    - i) "Made In Colorado, Shipped To The World"
    - ii) "The Road To The Future Is Not Only A Road"
    - iii) "Colorado Delivers"
  - d) Surveys and interviews with 350 members of the trucking, agricultural, rail, and economic development communities identified some key Colorado priorities as:
    - i) Safety, broadband availability, workforce development, airport accessibility, railroad service, system condition, and public-private partnerships, among others.
  - e) The importance of freight in Colorado:
    - i) 1 in 3 Colorado jobs are directly or indirectly reliant on freight transportation.
    - ii) 1/3, or \$155.8 billion, of the state's GDP is generated by freight or freight-reliant industries.
    - iii) Colorado exports \$7.98 billion in manufacturing goods and \$1.7 billion in agricultural products annually.
  - f) STAC Discussion: STAC members discussed the importance of public education and getting the freight community a bigger seat at the table in planning discussions. They also emphasized that funding for freight projects is not an expense, but an investment in the state's long-term economic success.
- 6) **Bustang Outrider Update** – *Mike Timlin (CDOT Division of Transit & Rail)*
- a) Bustang Outrider is the rebranding of CDOT's existing 5311(f) rural regional bus program.
  - b) The Outrider network plan is fiscally-constrained, prioritized by stakeholder input, and will enhance the existing network by providing a CDOT-owned vehicle fleet with the latest amenities and comfort, providing a more robust policy foundation, fixing current schedule misalignments, and addressing multiple markets not currently being met.
  - c) Under the Outrider program, changes will include:
    - i) Defund the Denver to Nebraska route in 2017.



- ii) Defund Pueblo to Kansas route in 2018.
  - iii) Lease a Bustang vehicle to SUCAP for the Ignacio to Grand Junction route at \$1 per year.
  - iv) Replace existing Greyhound Denver to Grand Junction route with Bustang service.
  - v) Seeking local partnerships for the following routes:
    - (1) Gunnison – Alamosa – Denver
    - (2) Lamar – Pueblo – Colorado Springs
    - (3) Alamosa – Pueblo
  - vi) With additional funding, future potential routes include:
    - (1) Fort Morgan – Sterling – Fort Collins
    - (2) Limon – Colorado Springs
    - (3) Gunnison – Montrose
    - (4) Pagosa Springs – Durango
    - (5) Steamboat Springs – Craig – Rifle – Grand Junction
    - (6) Steamboat Springs – Frisco – Denver
  - d) STAC Discussion: STAC members discussed overall network timelines, fare box recovery rates, and the importance of connecting rural populations to medical services, economic opportunities, and more via transit.
- 7) **Technology Infrastructure Expansion** – *Ryan Rice (CDOT Division of Transportation Systems Management & Operations)*
- a) Intelligent Transportation Systems (ITS) infrastructure includes fiber, cameras, variable signs, and other sensors and systems that help to collect and share information or manage safety, operations, weather events, and incidents across the statewide transportation system.
  - b) This infrastructure will only grow in importance in the future as new transportation technologies become available – “technology is the new pavement”.
    - i) Connected and Autonomous Vehicles (CAVs) have the potential to reduce crashes by 80% and improve capacity by 40%-400%, but only if an Operational Design Domain exists that allows them to operate efficiently.
    - ii) CDOT has developed a Connected Road Classification System to rate Colorado corridors’ readiness for CAV adoption, ranging from Level 1 to Level 6.
  - c) TSMO currently manages 1,200 miles of fiber optic cable statewide, but will need to expand the network in the near future to be ready for the CAV market expected within 5 years.
    - i) Currently the fiber network is concentrated along the Front Range, I-70, and US 160.
    - ii) Fiber expansion offers many opportunities for public-public and public-private partnerships.
  - d) CDOT is also working to better integrate technology considerations and infrastructure development into the next long-range planning process.
  - e) STAC Discussion: STAC members discussed the importance of partnering with local stakeholders and the private sector to extend fiber networks for transportation, economic, educational, and health benefits. STAC members also discussed the importance of identifying a defined revenue stream for technology infrastructure.
- 8) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) There is a Statewide Planning Rules memo included in the STAC packet and we will begin the update process for those next years.
  - b) CDOT will be sending out a STIP Lessons Learned survey next week and we appreciate your feedback.
  - c) A Scenario Planning Peer Exchange will be held on June 8<sup>th</sup> with representatives of other DOTs and MPOs across the country, and CDOT would like 2 STAC representatives to participate in that event.

- d) The ongoing Rest Area Study will include a regional stakeholder webinar tentatively scheduled for June 28<sup>th</sup> at 1:00 PM.
  - e) A new round of Telephone Town Halls will occur in June on the following dates and times:
    - i) June 5<sup>th</sup>: Region 1/4 at 7:00 PM
    - ii) June 6<sup>th</sup>: Region 1 at 7:00 PM
    - iii) June 12<sup>th</sup>: Region 2 at 5:30 PM and Region 3 at 7:00 PM
    - iv) June 13<sup>th</sup>: Region 4 at 5:30 PM and Region 5 at 7:00 PM
  - f) The next STAC Meeting will be held on May 19<sup>th</sup> at CDOT Headquarters. Please note that this is one week earlier than usual due to Memorial Day weekend.
- 9) **STAC Adjourns**