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**MPO Planning Council**  
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 Town of Milliken  
 Mayor Don Brookshire  
 Town of Severance  
 Aaron Pearson  
 Town of Timnath  
 Commissioner Sean Conway  
 Weld County  
 Mayor Kristie Melendez  
 Town of Windsor  
 Chris Colclasure  
 CDPHE- Air Pollution Control Division  
 Kathy Gilliland  
 Transportation Commission

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

**Next Council Meeting**  
**October 5, 2017**  
**Loveland Police Institute**  
**810 E. 10<sup>th</sup> Street**  
**Loveland, CO**

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**MEETING AGENDA**  
**September 7, 2017**

LaSalle Town Hall  
 128 N. 2<sup>nd</sup> Street  
 LaSalle, 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-August 3, 2017 (Pg. 7)

**Lead Planning Agency for Air Quality Agenda**

Estimated Time

**COUNCIL REPORTS:**

- |  |                  |        |
|--|------------------|--------|
| 3. Beneficiary Mitigation Plan Update<br>(VW Settlement) | Chris Colclasure | 30 min |
|--|------------------|--------|

**Metropolitan Planning Organization (MPO) Agenda**

Estimated Time

**REPORTS:**

- |   |                  |       |
|---|------------------|-------|
| 4. Executive Director Report<br>(Report to be distributed at meeting) | Terri Blackmore  | 5 min |
| 5. Report of the Chair  | Tom Donnelly     | 5 min |
| 6. Finance (Pg. 12)   | Tom Donnelly     | 5 min |
| 7. TAC (Pg. 15)   | (Written Report) |       |

**ACTION ITEMS:**

- |   |                 |        |
|---|-----------------|--------|
| 8. CY 2017 2nd Quarter Unaudited Financial<br>Statements (Pg. 16) | Crystal Hedberg | 5 min  |
| 9. FY2018-FY2019 Unified Planning Work<br>Program (UPWP) (Pg. 30) | Terri Blackmore | 5 min  |
| 10. FY2017 TMA Program of Projects (POP) (Pg. 34)                 | David Averill   | 10 min |

**PRESENTATION:**

- |   |                   |        |
|---|-------------------|--------|
| 11. Ethics, Liability, and Best Practices for<br>Governing Body Members | Tami Tanoue       | 60 min |
| 12. Senate Bill 267 (Pg. 47)  | Herman Stockinger | 20 min |

**COUNCIL REPORTS:**

**15 min**

- |                              |                  |
|------------------------------|------------------|
| Transportation Commission    | Kathy Gilliland  |
| CDOT Region 4 (Pg. 63)       | Johnny Olson     |
| I-25 Update                  | Horak/Mallette   |
| US 34 Coalition (Pg. 64)     | (Written Report) |
| STAC                         | (Written Report) |
| Host Council Member Report   | Paula Cochran    |
| Other Council Member Reports | Council Members  |

**MEETING WRAP-UP:**

**5 min**

Next Month's Agenda Topic Suggestions



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

GLOSSARY (cont'd)

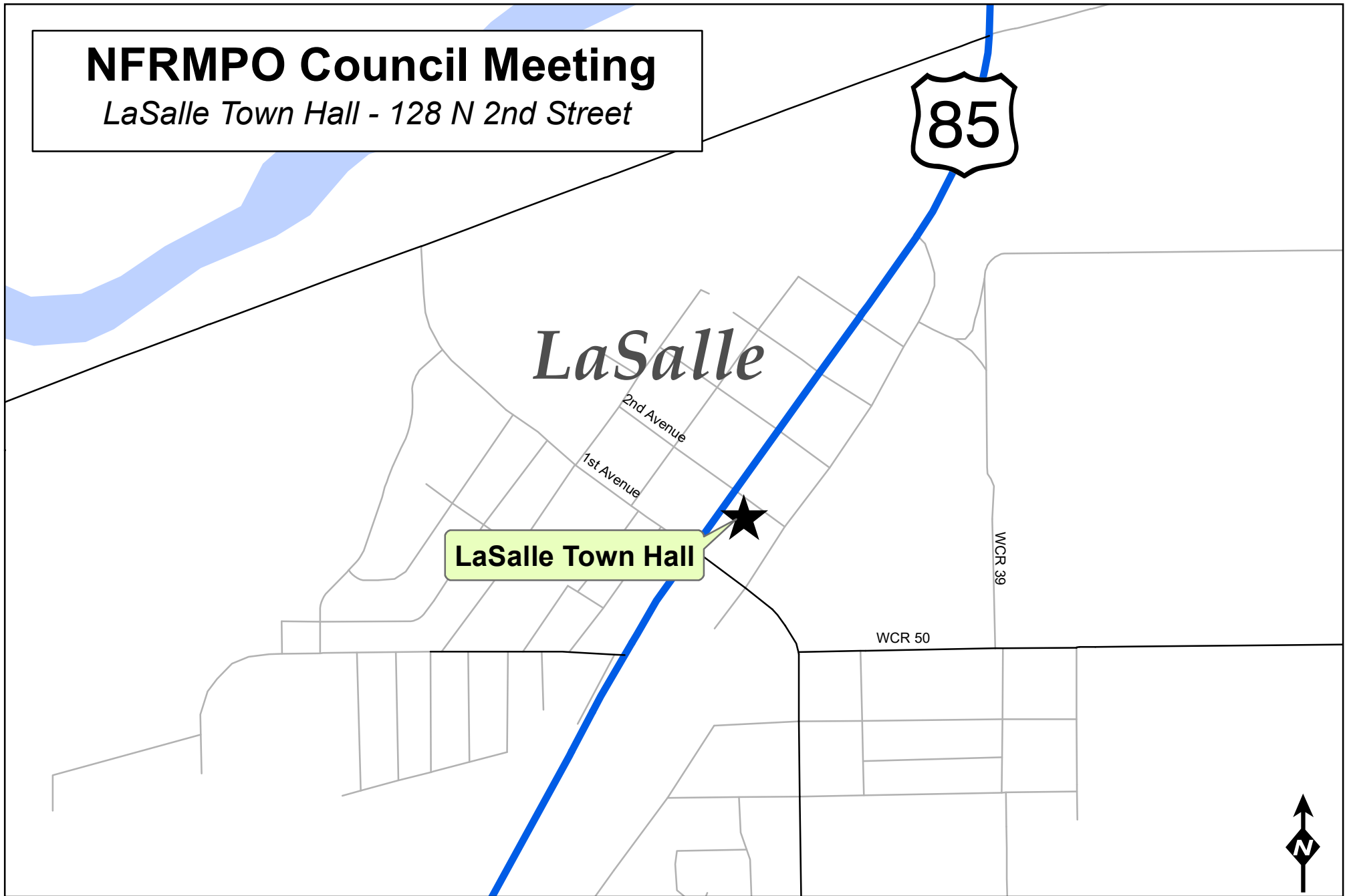
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance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

**GLOSSARY (cont'd)**

<b>SPR</b>	State Planning and Research (federal funds)
<b>SRP</b>	State Rail Plan
<b>SRTS</b> ( <i>see TAP and TA</i> )	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>STAC</b>	State Transportation Advisory Committee
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STU</b>	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
<b>STP</b>	Surface Transportation Program (a FHWA funding program)
<b>STBG (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

*LaSalle Town Hall - 128 N 2nd Street*



Aug, 2017

Sources: CDOT, NFRMPO

0.1 0.05 0 0.1 Miles



**NFRMPO**  
NORTH  
FRONT RANGE  
METROPOLITAN  
PLANNING  
ORGANIZATION

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

**August 3, 2017  
Johnstown Community Center  
101 Charlotte Street  
Johnstown, CO**

**Voting Members**

**Present**

**Kevin Ross- Chair** -Eaton  
Jennifer Baker -Berthoud  
John Morris -Evans  
Gerry Horak -Fort Collins  
Troy Mellon -Johnstown  
Tom Donnelly -Larimer County  
Paula Cochran -LaSalle  
Dave Clark -Loveland  
Don Brookshire -Severance  
Julie Cozad -Weld County  
Kristie Melendez -Windsor  
Kathy Gilliland -Transportation  
Commission

**Absent**

Chris Colclasure -CDPHE  
Robb Casseday -Greeley  
Linda Measner -Milliken  
Paul Steinway -Timnath  
  
\*No member -Garden City

**MPO Staff:**

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

**In Attendance:**

David Averill, Jeff Bailey, Dot Dickerson, James Eussen, Matthew Gordon, Will Jones, Joel Hemesath, Wayne Howard, Chris Johnson, Janet Lundquist, Suzette Mallette, Mitch Nelson, Kim Redd, Karen Schneiders, Robin Stoneman.

Chair Ross called the MPO Council meeting to order at 6:01 p.m.

**PUBLIC COMMENT:**

Ross acknowledged Kim Redd, District Advocate for Congressman Jared Polis office was in the audience and thanked her for attending.

**APPROVAL OF THE MEETING AGENDA:**

*MELLON **MOVED** TO APPROVE THE AUGUST 3, 2017 MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

**APPROVAL OF THE MINUTES:**

*CLARK **MOVED** TO APPROVE THE JULY 6, 2017 MEETING MINUTES. The motion was **seconded** and **passed** unanimously.*

## Lead Planning Agency for Air Quality Agenda

Chair Ross opened the Air Quality portion of the meeting.

### Air Pollution Control Division

No report was provided.

## Metropolitan Planning Organization (MPO) Agenda

Chair Ross opened the MPO portion of the meeting.

### REPORTS:

#### Executive Director Report:

Terri Blackmore, Executive Director, noted the August 3, 2017 Director's Report was in the packet and there was no addendum. She informed the Council because no auto makers could certify their steel was made in the US the MPO will be required to submit a Buy America Waiver in order to purchase a replacement vehicle for the Honda Civic scheduled to go to auction August 4<sup>th</sup>. She indicated the waiver would be submitted in the next round but was uncertain when that would be, as the FHWA had not approved the round last fall. She highlighted the Land Use and Water Training from her report adding the MPO wants to incorporate that data into their projections and be able to provide assistance to the smaller communities that don't have water specialists on staff.

#### Report of the Chair:

Chair Ross reported the Executive Committee had received the Executive Director's updated Goals and Accomplishments and he was in accordance with the information provided, citing Blackmore's excellence in meeting with the communities and staying within the budget. He explained the report was part of the Executive Director Evaluation guideline adding the Executive Committee would also be meeting with MPO staff in September as part of that process which is outlined in the Articles of Association.

#### TAC:

A written report was provided.

### ACTION ITEMS:

#### CDOT Transportation Summit Table

Blackmore reviewed information from the CDOT Transportation Summit memo with the Council. Several Council members agreed it would be beneficial to have a table at the event as it had been well-received the previous year and allowed for great networking opportunities. Blackmore confirmed no budget amendment was necessary to fund the purchase. Council members interested in attending the summit should contact Blackmore as soon as possible to reserve one of the ten seats available.

*COZAD **MOVED** TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SPONSOR A TABLE AT THE 2017 CDOT TRANSPORTATION SUMMIT. The motion was **seconded** and **passed** unanimously.*

#### July TIP Amendment

Medora Kealy, Transportation Planner, stated the FY 2018-2021 TIP Readoption Council approved at the July meeting had not yet been approved by FHWA and FTA but they were expected to approve it later in the month noting the July TIP Amendment, if approved by Council, would be on hold until approval of the FY 2018-2021 TIP by FHWA. She then reviewed information from the July TIP Amendment with the Council



**MELLON *MOVED TO APPROVE RESOLUTION NO. 2017-17 APPROVING THE JULY 2017 AMENDMENT TO THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).***  
*The motion was **seconded** and **passed** unanimously.*

## **PRESENTATION:**

### Safe Routes to School (SRTS)

Blackmore introduced Chris Johnson, Bike Fort Collins Executive Director, and explained grant writing for Safe Routes to School (SRTS) had been included in the amendment to the current year's Unified Planning Work Program. Johnson was invited to present to Council to assist SRTS with their goal of extending their training programs beyond Fort Collins to schools throughout the region. Johnson clarified that SRTS was not part of the City of Fort Collins but was a 501c3 Advocacy Group who partners with the Fort Collins but runs all program operations through Bike Fort Collins. Johnson introduced Dot Dickerson, Safe Routes to School (SRTS) Coordinator who explained SRTS offers bike safety and maintenance programs to Poudre School District and Charter/Alternative elementary and middle schools on a rotation basis as well as offering family events, such as family Bike Rodeos. Bike Fort Collins has an interest in partnering with communities in the region to help them offer programs to schools in communities throughout the region. Johnson presented the Safe Routes to School presentation to the Council indicating that the cost per elementary student averages approximately eight dollars and \$18 for middle school students. Cozad questioned where SRTS funding comes from. Johnson replied the majority of the funding is from the City of Fort Collins and some is from CDOT's SRTS program. Cozad asked if they had donors or did fundraising. Johnson replied they did not currently but were considering both of those options. Clark asked what the total annual cost was to run the program. Johnson replied the cost was under \$100,000. Gilliland asked if communities other than Fort Collins were currently involved. Johnson replied not yet but he would like Council members to reach out to the MPO staff if they were interested in getting involved. Brookshire asked if their contract was with the City of Fort Collins or the Poudre School District. Johnson replied they were willing to work with all school districts but they do not currently have a contract with anyone other than the City of Fort Collins. Clark asked if they had considered charging individually for the classes. Dickerson replied they had not as they have been able to fund through Fort Collins or CDOT.

## **DISCUSSION ITEM:**

### 2015 Transportation Profile

Ryan Dusil, Transportation Planner, noted community-specific 2015 Transportation Profiles had been distributed to each respective Council member and then presented the 2015 Transportation Profile to the Council. Melendez asked if air quality was considered in the profiles. Dusil replied air quality was only examined at the regional scale for conformity responsibilities and not at a community level. Brookshire requested more information regarding Highway Drivability Life. Dusil replied it was in relationship to life span. Blackmore explained the objective is no longer to try and project how long a highway should last but how drivable it is, therefore highest is best. Horak added it was basically whether the highway is smooth or not. Clark asked why the profile was produced. Blackmore replied to review trend lines and the data must be produced more often than every four years. The profile simply details the system, adding the 2040 Regional Transportation was the first data point. Clark asked what each community was expected do with the profile information. Dusil replied it was anticipated the profile would be a lead-in to productive community discussions such as a connection of services that improves commuting times between communities, or other improvements across geographies and across time. Clark asked what role Environmental Justice (EJ) had in the process. Blackmore replied EJ was a federal requirement which ensures programs, policies, and activities do not have disproportionately high and adverse effects on minority and low-income population. Dusil indicated more comprehensive information on EJ and other topics he touched on in his presentation were included in both their community profiles and the complete 2015 Transportation Profile. Morris

asked when they would receive the next Transportation Profile. Blackmore replied it could be expected in two years for the Regional Transportation Plan and would use data from 2017. Ross expressed his appreciation for the profiles and the presentation.

## **COUNCIL REPORTS:**

### Transportation Commission Report

Gilliland reported the Commission was considering which criteria should be used and how to prioritize projects while considering the impact of Senate Bill 267, adding there has been discussion that there may be a transportation funding initiative on the 2018 ballot. Herman Stockinger will be giving a presentation on SB 267 at the September MPO meeting.

### CDOT Region 4

A written Project Status Update was provided. James Eussen, R4 Region Planning and Environmental Manager, made a correction to the update indicating construction was currently delayed on the SH 60 at SH 257 PR Project due to some utility conflicts and should begin in the fall. CDOT was working with business owners on US 85 from Greeley to Eaton and Eaton to Ault, and the project was on track. The Crossroads bridge project is delayed due to rain.

### I-25 Update

Suzette Mallette, North I-25 Funding Coalition Designee, outlined the following for the I-25 North Contractor Selection Process.

- 13 proposals came in from the Letter of Intent on the I-25 Expansion
- 9 firms submitted a Statement of Qualifications and 3 firms were selected from the 9 that submitted.
- A final Request for Proposal was requested from those 3 firms.
- Final RFP (with 110 files) closed on July 28<sup>th</sup>.
- Ten technical teams of 3-5 people each will review the proposals and present their technical evaluation to the Evaluation Committee.
- The Evaluation Committee is doing their own evaluation of the 3 firm's proposals.
- The Evaluation Committee will make a recommendation to the Executive Oversight Committee on August 31<sup>st</sup>.
- Notice to Proceed with Design should go out sometime in October if Oversight Committee agrees with recommendation.
- Notice to Proceed with Construction should go out January 2018.
- Construction expected to begin spring 2018 with a 3-year time frame to completion.

### STAC Report

A written report was provided.

Host Council Member Report- Mellon welcomed everyone and thanked them for coming to Johnstown. He gave regards from Mayor Scott James who was regrettably unable to attend the meeting. He reported all infrastructure had been replaced on the North 2<sup>nd</sup> Street project, East and West on SH 60 now had been successfully resurfaced and a new signal at Larimer Parkway and US 34 would be operational by September 30<sup>th</sup>.

Windsor- Melendez reported the Town of Windsor met with the towns of Severance and Eaton, and Weld County to discuss anticipated growth on the CR 74 Corridor (Harmony Road). There will be news, possibly a formal submittal to the Town for the Rocky Mountain Sports Complex in the next few weeks.

LaSalle- Cochran noted school would be starting Monday, August 7<sup>th</sup> and suggested everyone driving on US 85 watch for kids crossing.

Evans- Morris reported the City of Evans has construction projects everywhere and the groundbreaking for the rebuilding of Riverside Park, which was severely damaged in the September 2013 floods, would be Saturday, August 19<sup>th</sup> from 10:30- 12:30 at the Riverside Parkway entrance.

Loveland- Clark stated the Downtown Loveland Foundry Project was under way. Loveland City Council met in a very productive joint session with the Johnstown Town Council to discuss several regional issues involving the two communities.

Weld County- Cozad reported there were a lot of construction projects in Weld County and was happy to report CR49 was on schedule with a grand opening planned for November. The Freedom Parkway Coalition, which includes communities from Loveland to Kersey and those in between, Larimer County and CDOT, held two public meetings in July that were both well-attended and thanked Mellon and Morris for speaking in their respective communities and Melendez for discussing the Crossroads Project at the Weld County meeting. Significant data was acquired and they will be moving forward with the Access Control Plan and have more public meetings. She also noted that there has been discussion regarding Greeley beginning the process of changing the name of O Street to Crossroads.

Larimer County- Donnelly proudly reported Larimer County worked with Horak, the City of Fort Collins and CDOT on a solution for the 1,000 foot gap over an irrigation ditch in the US 287 expansion project from SH 1 to the LaPorte Bypass. He complimented Horak's efforts noting the project is currently in design.

Eaton- Ross reported the following:

- US 85 construction work continues
- Eaton Area Community Center opened July 9<sup>th</sup>
- Eaton is partnering with Weld County on the closure of access onto US 85 from CR72 to allow Union Pacific's expansion of a two mile Rail Junction. Eaton's railway transload facility is also expanding in that area.
- Eaton is also working with Weld County, Severance, Nunn and Pierce on a CR 29 Coalition and just drafted their Access Control Plan. This will give the County a north/south corridor from CR100 at the north end of Nunn down to SH 392.
- The NFRMPO Executive Committee completed their KOLBE testing and look forward to how the information will be processed and the opportunity to strengthen lines of communication with MPO Executive Director and staff who also completed the KOLBE testing.

## **MEETING WRAP-UP:**

### Upcoming Agenda Topic Suggestions:

1. Virtual Air Traffic Control Tower technology
2. North I-25 update

The meeting was adjourned at 7:19 p.m.  
Meeting minutes submitted by: Renae Steffen, MPO Staff

## Finance Committee Report

- Finance Committee met on August 17, 2017
- The Committee reviewed the 2017 2<sup>nd</sup> Qtr. Unaudited Financial Statements.
- The Finance Committee recommends Council accept the 2<sup>nd</sup> Qtr. Unaudited Financial Statements.
- The MPO will need a Buy America waiver from Federal Highway Administration in order to purchase a staff vehicle.
- Since the vehicle will not be able to be purchased before September 2017 the Finance Committee approved postponing the first annual payment until the September following the purchase.
- Budget amendments for FY 17 and FY 18 were presented to the finance committee.
- Both amendments included the cost for professional development approved by Council.
- Both amendments were budget neutral.
- The Finance Committee approved both amendments.
- A Budget amendment for FY 18 was presented that added consultant costs for a new UPWP task for a local plan.
- The amendment is budget neutral with payroll costs be reduced to cover the additional consultant costs
- Finance Committee recommends Council approve the amendment for the local plan.
- Finance Committee approves the transfer of the MPO van to VanGo with mileage reimbursement to VanGo
- Finance Committee approves a VanGo Expansion Pilot Program for a period of nine months.

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

August 17 2017

7:30 a.m.

Egg & I

1205 Main Street, Windsor, CO

Members Present

Tom Donnelly

Kristie Melendez

Jennifer Baker

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

2<sup>nd</sup> Qtr. Unaudited Financial Statements

The 2<sup>nd</sup> quarter 2017 unaudited financial statements were reviewed. Crystal Hedberg, Financial Manager, noted there was nothing out of the ordinary reflected in the financial statements. Hedberg noted the exchange funds for \$5310 funds for the MPO and \$5307 and \$5339 funds for VanGo had not been received as of June 30, 2017. Due to the length of time it is taking to collect this receivable, there is a possibility it may be determined these amounts do not meet the revenue recognition criteria. If this is the decision, it would require a restatement (prior period adjustment) of both the 2017 governmental activities and the enterprise fund's beginning net position on the 2017 Audited Financial Statements. Melendez moved and Baker seconded the Finance Committee recommend Council accept the 2<sup>nd</sup> quarter unaudited Financial Statements. The motion passed unanimously.

Clarification of Loan Payment for the MPO Vehicle

Resolution 2017-13 authorized the MPO to obtain a loan from the VanGo program to provide funds for the purchase of a MPO vehicle. The resolution provided for annual payments to repay the loan beginning in September 2017. The MPO is required to meet "Buy America" requirements with this purchase. A Request for Proposal was issued with none of the respondents able to meet this requirement. A waiver has been submitted to Federal Highways. This will delay the purchase. Since the vehicle will not be purchased before September, staff requested the first annual payment be postponed. Baker moved and Melendez seconded that the first annual payment on the vehicle loan postponed until the September following the purchase. The motion passed unanimously.

Budget Amendment – FY 2017 and FY 2018

The FY 2017 and FY 2018 budget amendments add the amount of professional development approved by the Council at the July 2017 monthly meeting to the consultant budget. This amount is to be funded with local funds and will be paid for out of the NFRMPO reserves. In addition, the FY 2018 budget adds the MPO vehicle loan payment and reduces the office furniture and equipment budget amounts. Both of these amendments are budget neutral.

Melendez moved and baker seconded to approve the amendments. The motion passed unanimously.

A FY 2018 budget amendment was proposed to increase budgeted amount for consultants for a local transportation plan. This amount will be offset with a decrease in the payroll budget. This a budget neutral amendment. Since this is an additional work task in the UPWP, Council is required to approve this amendment.

It was moved and seconded for the Finance Committed to recommend Council approve the FY 2018 budget amendment for the additional work task item. The motion passed unanimously.

#### MPO Vehicle

Hedberg reported prior to the VanGo program being separated into an enterprise fund, the MPO “purchased” a van from the VanGo program. The vehicle repairs and maintenance was recorded as a MPO expense subject indirect cost reimbursements. The MPO has recorded depreciation on this vehicle. When the VanGo program became an enterprise fund, the van was recorded as an MPO asset without any compensation being given to the VanGo program. The van currently has over 100,000 miles and the VanGo program has excess vans with lower mileage. After 2017 depreciation, the van will have a net value of \$0. It is being proposed that the MPO van be returned to the VanGo program and that program provide a van for the MPO staff’s use. In return the MPO will reimburse the VanGo program the CDOT approved rate for mileage. This will allow the staff access to a lower mileage vehicle both now and in the future. Melendez moved and it was seconded to transfer the MPO van to the VanGo program with that program then providing a van for the MPO staff’s use and being reimbursed mileage. The motion passed unanimously.

#### VanGo Expansion Pilot Program

Staff proposed a 9 month pilot program to increase ridership. A route would be started with 4 vanpoolers with the program providing only a van for 30 days. During this time, the riders would be responsible for fuel but would not be charged a fee. If a fifth rider is recruited during this time, the route would convert to a regular route with the program providing fuel and the riders paying a monthly fee. If a fifth rider was not recruited, the route would be terminated. Melendez moved and it was seconded to run the pilot program for nine months. The motion passed unanimously.

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

EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
August 16, 2017

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

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

**ACTION ITEMS**

**FY2017 Program of Projects (POP)** - Averill explained the POP, which includes projects that use FTA §5307, §5310, and §5339 within the Fort Collins Transportation Management Area (TMA). Jones recommended Planning Council approve the FY2017 POP and it passed unanimously.

**Annual TIP Review** - Kealy stated six projects are delayed according to the NFRMPO TIP Project Delay Procedure. Blackmore stated the *Weld County CNG Vehicles* project is not delayed, but rather awaiting a Buy America Waiver from FHWA. Lundquist made a motion to recommend a one-year extension to the delayed projects included in Table 1 of the TAC Packet, excluding the *Loveland CNG Vehicle Replacement* project at the project sponsor's request. The motion passed unanimously.

**FY2018-19 UPWP Amendment** - Blackmore stated the Local Transportation Plan task needed to be amended into the FY2018-2019 UPWP. Wharton recommended Planning Council approval of the FY2018-2019 UPWP Amendment and it passed unanimously.

**PRESENTATIONS**

**CDOT ADA Plan** - Katrina Kloberdanz, CDOT Region 4, presented on CDOT's ADA Transition Plan. CDOT anticipates having all ramps be ADA-accessible within five years. The Colorado Transportation Commission set aside \$85M in state funds to complete these projects statewide between FY2017 and FY2021. CDOT Region 4 is working on a prioritization plan, which includes developing a scope of work, procuring a Program Management Consultant Engineer, and advertising for non-project specific contracts for design.

**Safe Routes to School (SRTS)** - Karasko stated Chris Johnson, Bike Fort Collins, discussed partnering with the NFRMPO to expand the current City of Fort Collins/Poudre School District Safe Routes to School (SRTS) education program to the entire region at the August Planning Council meeting. The FY2018-2019 UPWP includes a task for the NFRMPO to write a SRTS grant on behalf of schools or school districts. The FY2018 SRTS Call for Projects is open with applications due November 1. TAC members should reach out to Karasko or Dusil if interested in participating and to provide contacts at elementary schools and additional partners. Johnson described the SRTS education program, costs, and training opportunities. Lundquist stated Bella Romero Academy has reached out with interest in the program. Anderson stated Evans has a new Community Resource Officer who may be interested in participating as well.

**CDOT Safety Performance Measure Targets** - Alisa Babler, CDOT, presented on CDOT's Safety Performance Measure Targets. CDOT is required to set targets for fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. The NFRMPO must decide by February 2018 if it will adopt CDOT's performance measure targets and methodology or create its own. Babler stated CDOT forecasted increases in all five measures, and is being proactive by setting targets that incorporate those forecasts.



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[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

#### MPO Planning Council

Mayor Kevin Ross- Chair  
Town of Eaton  
Commissioner Tom Donnelly- Vice Chair  
Larimer County  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Mayor Pro-Tem Gerry Horak- Past Chair  
City of Fort Collins, Transfort  
Town of Garden City  
Robb Casseday  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Aaron Pearson  
Town of Timnath  
Commissioner Sean Conway  
Weld County  
Mayor Kristie Melendez  
Town of Windsor

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

#### MPO Staff

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

## Memorandum

TO: NFRMPO Planning Council  
FROM: Crystal Hedberg  
Date: September 7, 2017  
RE: CY 2017<sup>2nd</sup> Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 2nd Quarter of Calendar Year 2017 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

### MPO Highlights-2nd 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 2017 for 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 2017 and remains as part of the recorded accounts receivable. Due to the length of time it is taking to collect this receivable, there is a possibility it may be determined these amounts do not meet the revenue recognition criteria. This would require a restatement (prior period adjustment) of the 2017 governmental activities beginning net position on the 2017 Audited Financial Statements.

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 2nd quarter, the balance of deferred local match revenue was \$155,363.

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 was spent on air quality during the 2<sup>nd</sup> quarter. A new contract was executed in June for July 2017-June 2018 air quality funds. We anticipate these funds will be spent more evenly over the year.



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 65% of the budget allocated for professional memberships in the first half of the year.

The second quarter expenditures exceeded revenues resulting in a net deficiency of \$10 with a year to date deficiency of \$19,308. The TMA mobility management expenditures(\$11,400) 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 timing of indirect cost reimbursements.

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

See Note 2 for a discussion of indirect cost rate reimbursements.

#### VanGo™ Highlights – 2nd Quarter

Fort Collins exchanges FY 2016 \$5307 and \$5339 funds earned for vehicles for local dollars. This agreement provides the MPO with 62% of the allocated federal amount in local funds. The FY 2016 \$5307 funds (\$645,082) and \$5339 (\$65,535) were accrued in 2016. The \$5307 funds were received in July 2017. The \$5339 funds still have not been collected as of June 30<sup>th</sup>. Both amounts remain as part of the recorded accounts receivable as of June 30, 2017. These funds will be used to finance van replacement and preventive maintenance for the program. Due to the length of time it is taking to collect this receivable, there is a possibility it may be determined these amounts do not meet the revenue recognition criteria. This would require a restatement (prior period adjustment) of the 2017 propriety fund beginning net position on the 2017 Audited Financial Statements.

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. A purchase order was issued for the purchase of 8 Toyota Sienna vans. Two vans were delivered June 30, 2017. All vans are scheduled to be delivered by the end of August. 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 for three years. In the mean time, these funds in the amount of \$50,947 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.

The second quarter revenue exceeded expenses resulting in a net increase of \$35,415 with a net increase at June 30, 2017 of \$16,229. This is due to staffing changes and fuel costs remaining low.

Due to the decrease in ridership over the past few years, the budget had anticipated use of a total of \$94,096 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 2nd Quarter Unaudited Financial Statements dated June 30, 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.

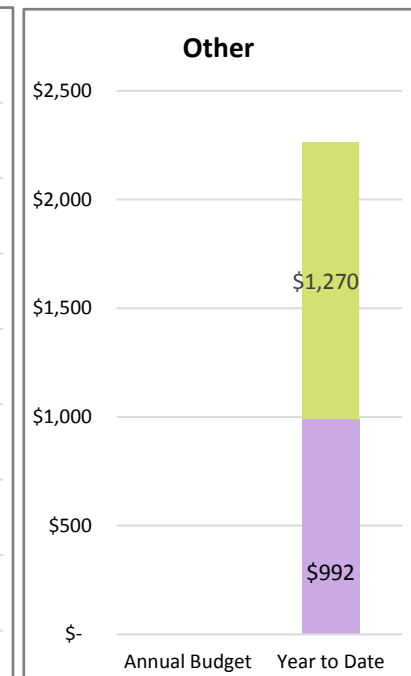
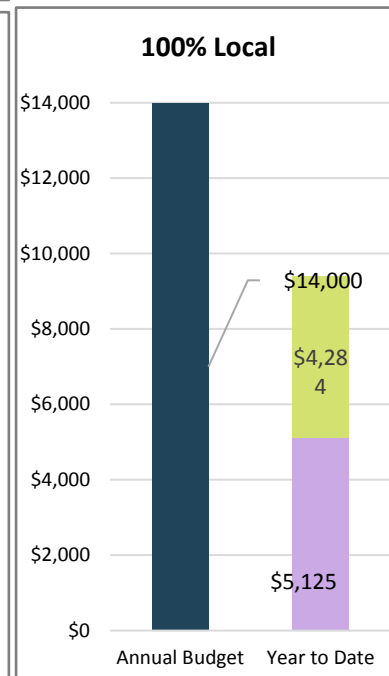
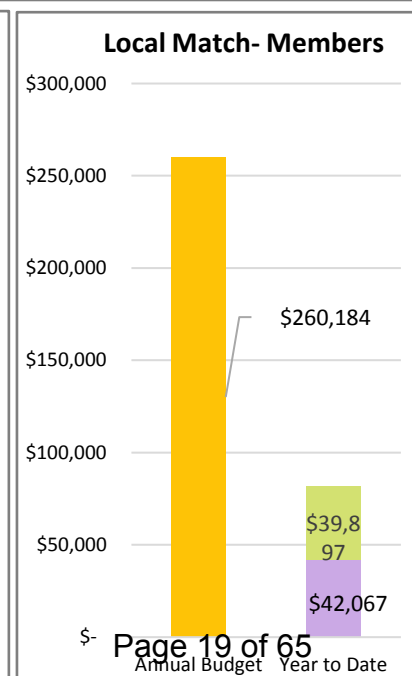
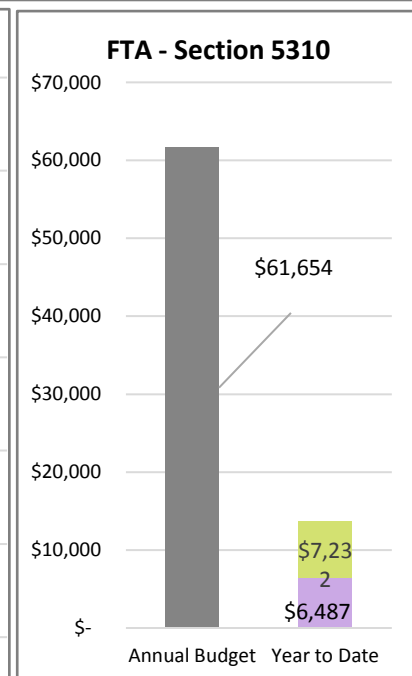
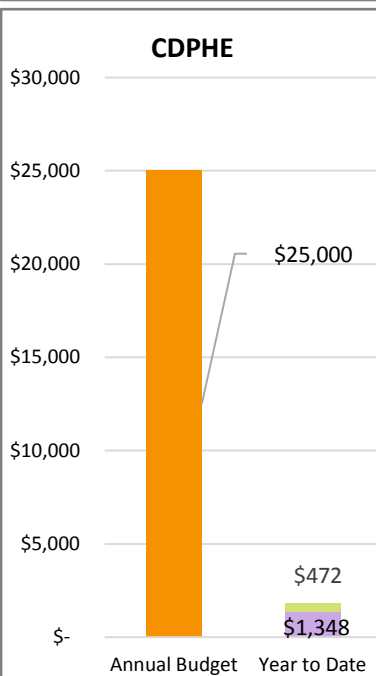
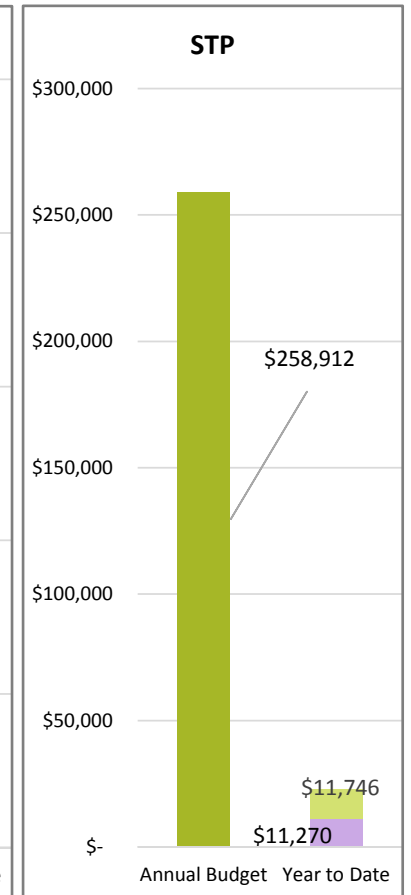
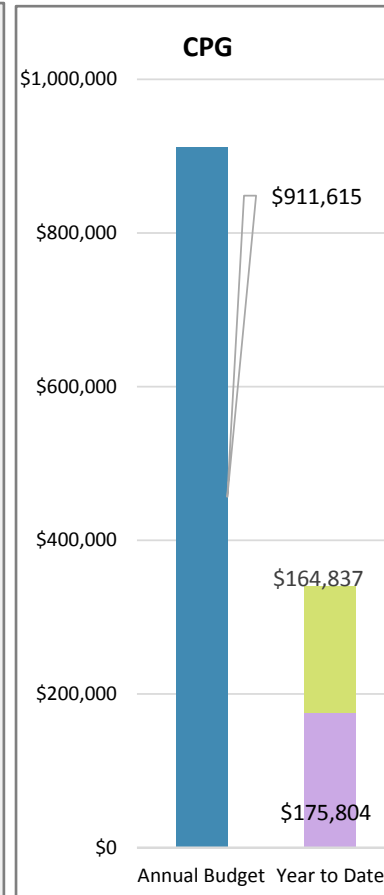
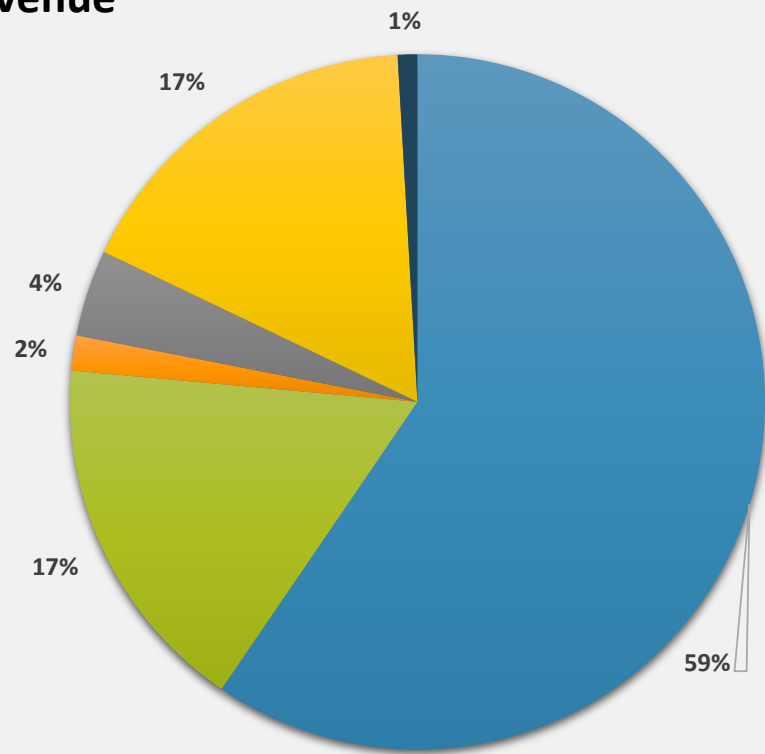
# Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - Year to Date - End of 2nd Quarter: June 30, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Revenue

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

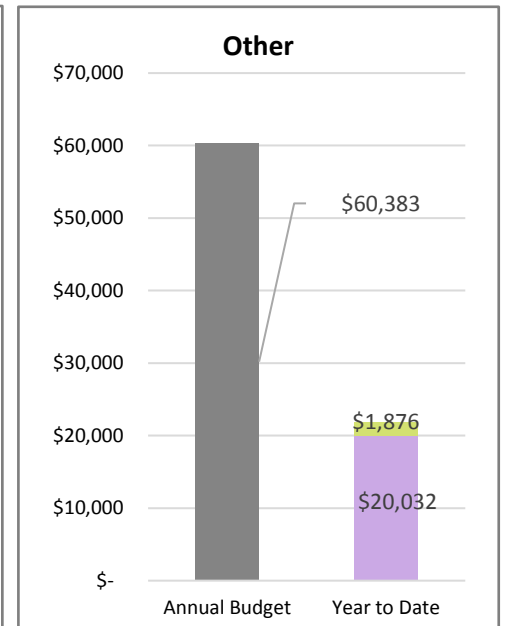
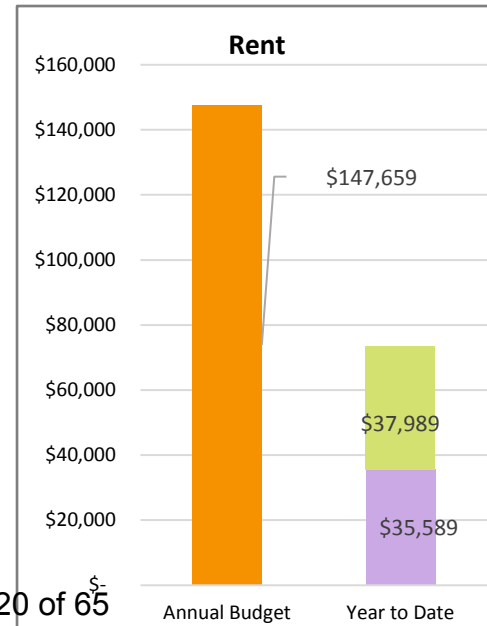
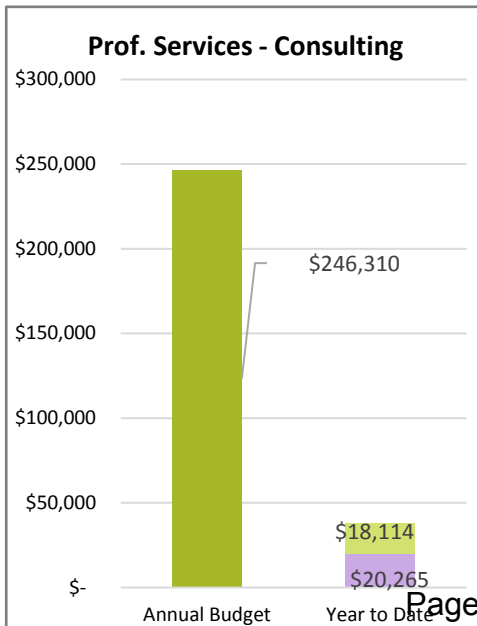
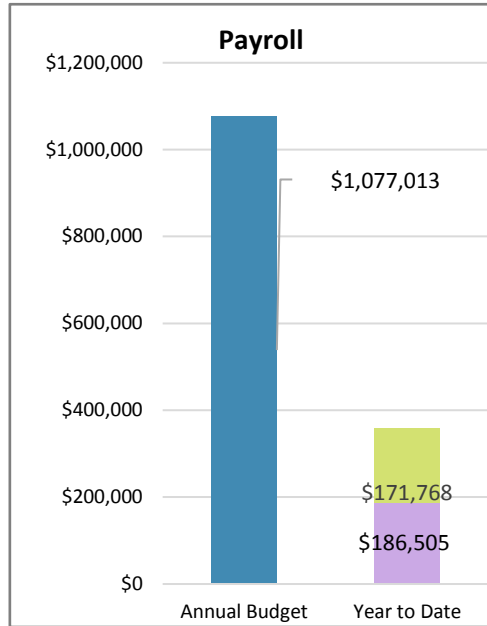
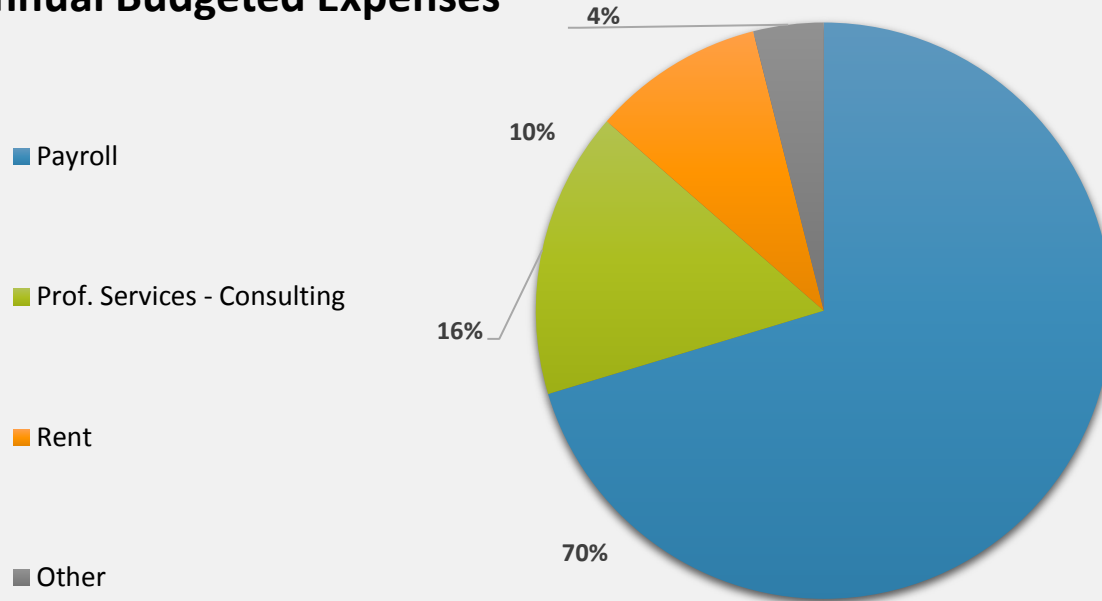


# Metropolitan Planning Organization - EXPENSES

Annually Budgeted Expenses vs. Expenses - Year to Date - End of 2nd Quarter: June 30, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Expenses



METROPOLITAN PLANNING ORGANIZATION  
 Statement of Net Position  
 For the Six Months Ending June 30, 2017

<b>ASSETS</b>	
Cash and Cash Equivalents	\$202,714
Investments	461,988
Receivables	177,050
Due from VanGo	9,913
Capital Assets, net	53,506
Total Assets	<u>905,171</u>
<b>LIABILITIES AND NET ASSETS</b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	41,287
Deferred Revenue	149,492
Loan Payable to VanGo	41,938
Accumulated Leave	39,144
Total Liabilities	<u>271,861</u>
<b>FUND BALANCE</b>	
Unreserved	652,618
Current Year Revenue over (under) Expenditures	(19,308)
Total Fund Balance	<u>633,310</u>
 Total Liabilities and Fund Balance	 <u>905,171</u>

METROPOLITAN PLANNING ORGANIZATION  
Revenues, Expenditures & Changes in Fund Balance  
For the Six Months Ending June 30, 2017

	Year to Date			Year to date	% Complete
	2nd Qtr Actual	Actual	Annual Budget	Variance	
<b>REVENUE</b>					
FHWA - Federal Income - CPG	\$164,837	\$340,641	\$922,772	\$582,130	36.92%
FHWA - Federal Income - STP-Metro	11,746	23,016	222,391	199,375	10.35%
State Planning Funds			30,000	30,000	0.00% ①
State - CDPHE	472	1,819	25,000	23,181	7.28% ②
FTA - Federal income - Section 5310	7,232	13,719	63,923	50,204	21.46%
<b>Subtotal Grant Revenue</b>	<b>184,287</b>	<b>379,196</b>	<b>1,264,086</b>	<b>884,890</b>	<b>30.00%</b>
Local match - Member Entitles	39,897	81,964	255,499	173,535	32.08%
100% Local	4,284	9,409	14,063	4,653	66.91%
<b>Subtotal Local - All Sources</b>	<b>44,181</b>	<b>91,373</b>	<b>269,562</b>	<b>178,188</b>	<b>33.90%</b>
Miscellaneous Revenue	84	134		(134)	0.00%
Interest Earned	1,186	2,128		(2,128)	0.00%
<b>Subtotal Other Revenue Sources</b>	<b>1,270</b>	<b>2,262</b>		<b>(2,262)</b>	<b>0.00%</b>
<b>Total Revenue- Combined Sources</b>	<b>229,738</b>	<b>472,831</b>	<b>1,533,647</b>	<b>1,060,816</b>	<b>30.83%</b>
<b>EXPENDITURES/EXPENSES</b>					
Administration	35,327	79,395	248,680	169,285	31.93%
Transportation Planning	127,257	262,041	741,289	479,248	35.35%
Mobility Management	9,184	16,837	53,153	36,315	31.68%
<b>Subtotal Payroll Expense</b>	<b>171,768</b>	<b>358,273</b>	<b>1,043,121</b>	<b>684,848</b>	<b>34.35%</b>
Professional Services & Consulting	18,114	38,379	164,870	126,491	23.28% ③
<b>Subtotal professional Services &amp; Consulting</b>	<b>18,114</b>	<b>38,379</b>	<b>164,870</b>	<b>126,491</b>	<b>23.35%</b>
Fleet Expense	1,228	1,813	3,750	1,937	48.33%
Insurance Expense	841	1,701	4,973	3,272	34.20%
Office Furniture/Equipment (non-cap)	910	1,856	92,523	90,667	2.01% ④
Office Supplies	330	1,136	5,226	4,091	21.73%
Communications (phone/data/fax)	2,487	5,289	10,874	5,585	48.64%
Postage	255	538	2,258	1,719	23.85%
Printing			1,061	1,085	0.00%
Rent	37,989	73,579	149,494	75,915	49.22%
Other Office Operating (Facility, Repairs, Furniture move	1,958	3,013	26,434	23,421	11.40%
Recycling, Office Equipment Lease)					
Dues, licensing and Subscriptions	874	4,059	6,272	2,214	64.71% ⑤
Maintenance Contracts - Copier maintenance/usage	2,546	23,478	54,069	30,591	43.42%
Other Operating Costs		98		(98)	0.00%
Event/Meeting Expense	1,253	3,101	10,870	7,769	28.52%
Indirect Costs	(19,399)	(36,592)	(160,500)	(123,908)	22.80%
Travel/Conference/Training Expense	8,593	12,419	32,803	20,383	37.86%
Capitalized Equipment /Vehicles			73,578	73,578	0.00%
<b>Subtotal Other Expenses</b>	<b>39,865</b>	<b>95,488</b>	<b>313,685</b>	<b>218,221</b>	<b>30.40%</b>
<b>Total Expenditures/Expenses</b>	<b>229,747</b>	<b>492,140</b>	<b>1,521,674</b>	<b>1,029,535</b>	<b>32.34%</b>
Excess(Deficiency of Revenue over Expenditures)	(10)	(19,308)	11,973	31,281	⑥

METROPOLITAN PLANNING ORGANIZATION  
Revenues, Expenditures & Changes in Fund Balance  
For the Six Months Ending June 30, 2017

**Explanation of Variances**

Projects funded with State Planning funds will not begin before 4th quarter 2017

The majority of the CDPHE funds for the contract ending 06/30/16 were expended in 4th quarter 2016 resulting in very little expended in 1st quarter 2017. With a new contracted executed 07/01/17 additional time will be spent on air quality tasks.

Audit is paid for in the first two quarters of the year. Costs for work on the Transportation Model Update won't occur until the end of the year.

④ Computers will be replace in 3rd quarter.

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

⑥

The Mobility management program for the TMA has a net loss of approximately \$11,400. This is due to approximately \$32,000 of FY 2016 §5310 funds, to be exchanged with the City of Fort Collins, being recorded in 2016. This amount is still unpaid and is part of the accounts receivable amount. The remaining \$7,900 is a timing difference for indirect costs reimbursement.

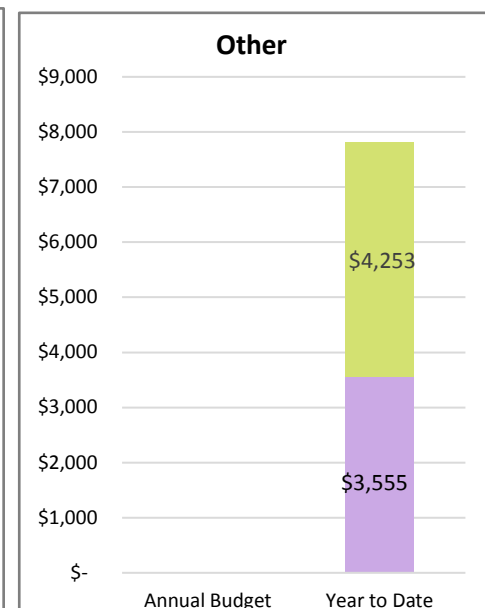
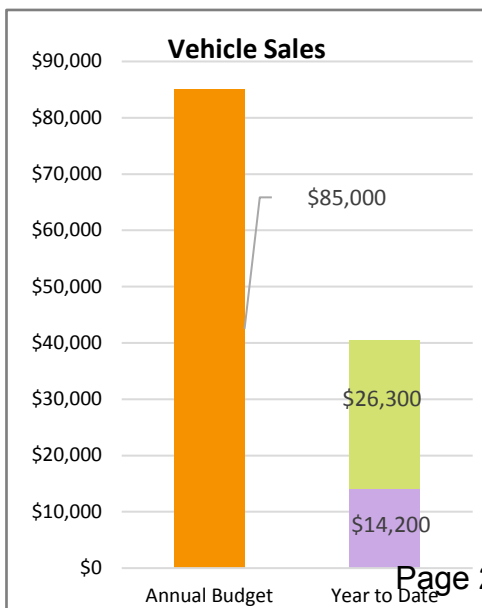
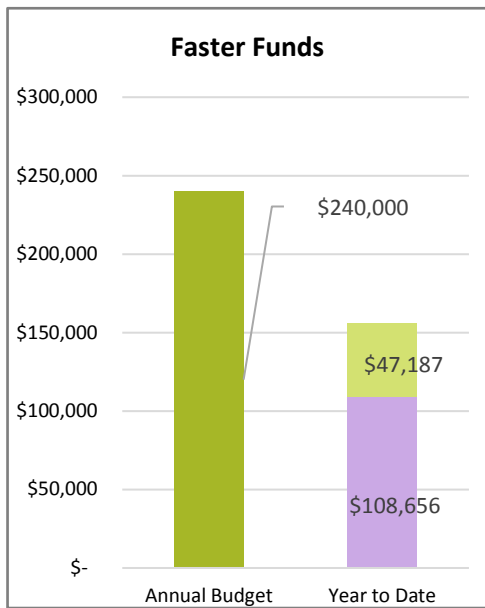
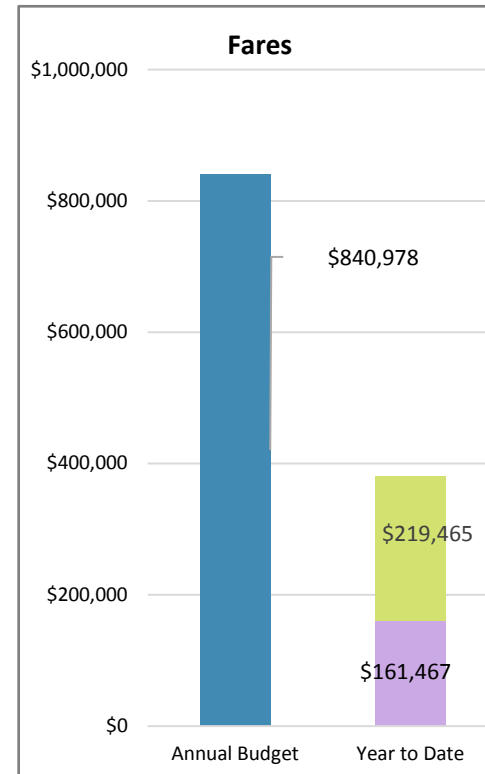
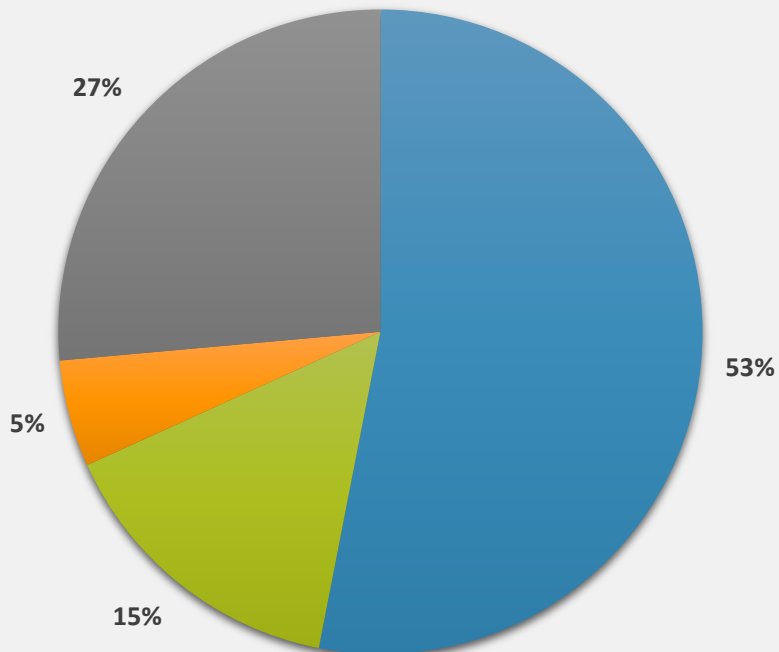
# VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - Year to Date - End of 2nd Quarter: June 30, 2017

Q1 Q2 Q3 Q4

## Annual Budgeted Revenue

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





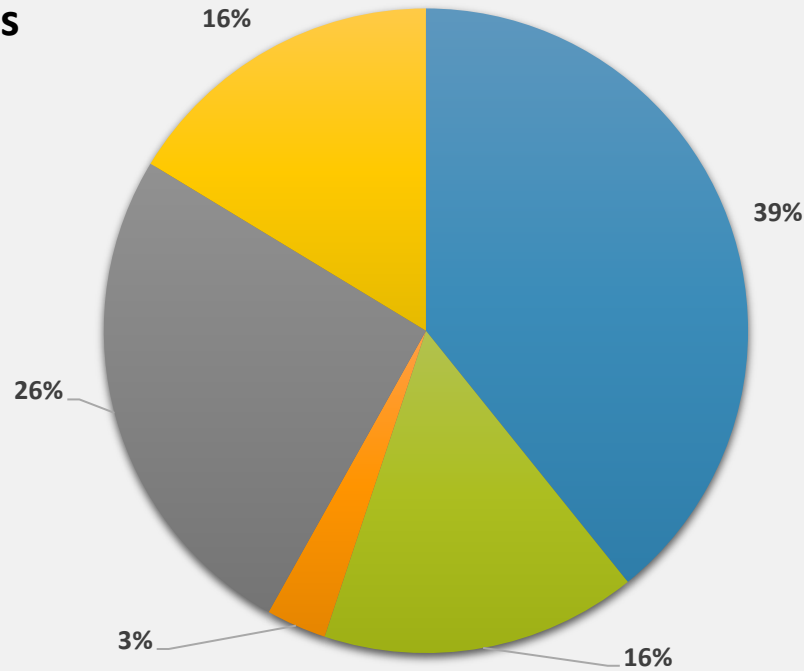
# VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - Year to Date - End of 2nd Quarter: June 30, 2017

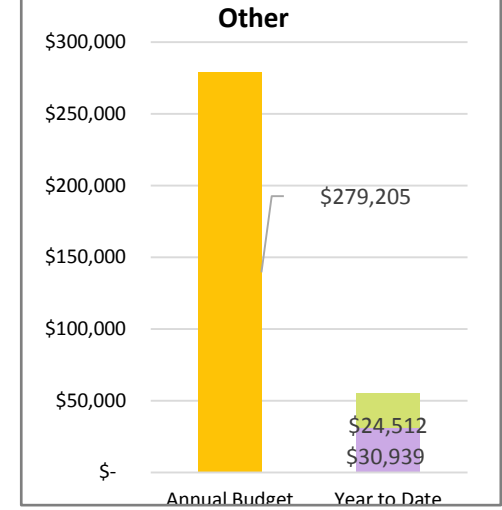
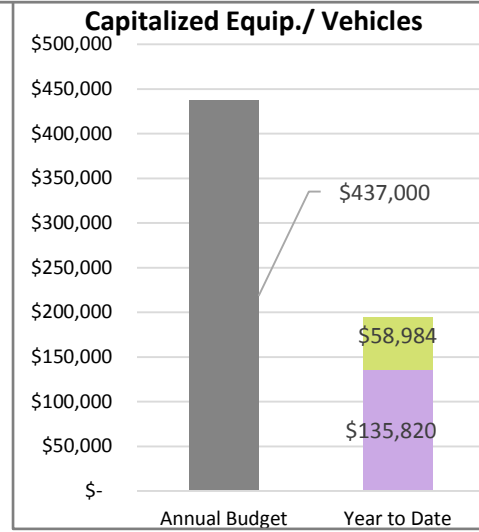
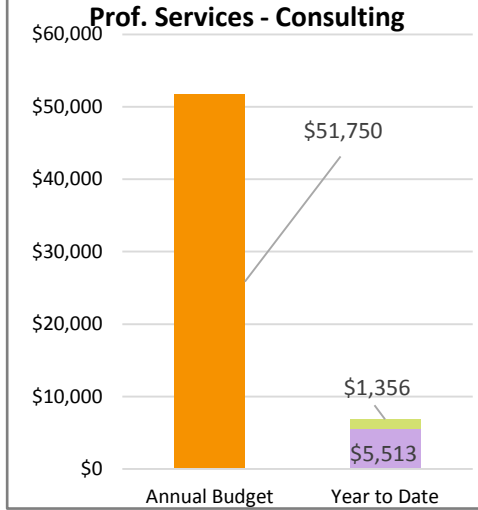
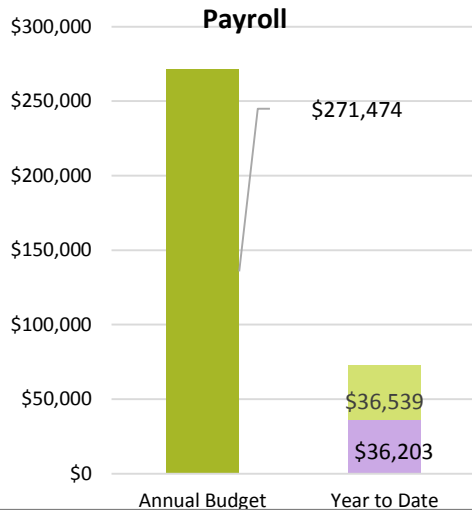
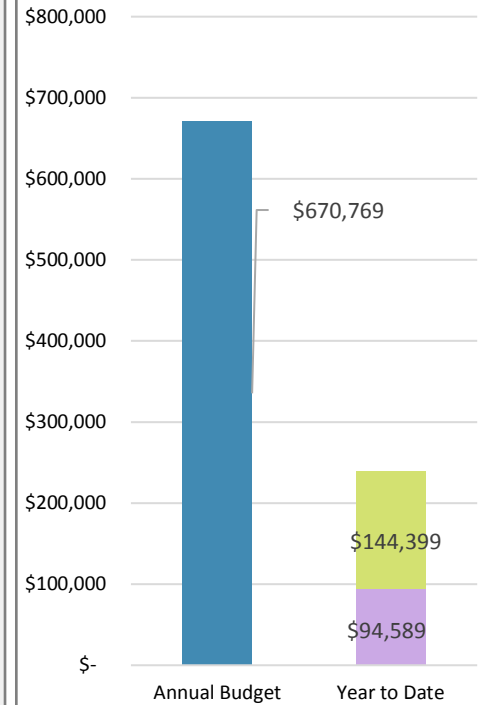
Q1 Q2 Q3 Q4

## Annual Budgeted Expenses

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



## Fleet



VanGo  
Statement of Net Assets  
For the Six Months Ending June 30, 2017

<b>ASSETS</b>	
Cash and Cash Equivalents	\$163,083
Cash-Savings	294,395
Investments	1,627,761
Receivables	748,629
Loan Receivable	41,938
Capital Assets, net	660,974
Total Assets	<u>3,536,780</u>
 <b>LIABILITIES AND NET ASSETS</b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	135,940
Long-Term Liabilities	
Accumulated Leave	5,008
Total Liabilities	<u>140,948</u>
 <b>FUND BALANCE</b>	
Unreserved	3,379,603
Current Year Revenue over (under) Expenditures	16,229
Total Fund Balance	<u>3,395,832</u>
Total Liabilities and Fund Balance	<u>3,536,780</u>

VanGo  
Revenue, Expenditures & Changes in Fund Balance  
For the Six Months Ending June 30, 2017

	Year to Date		Annual Budget	Year to Date		
	2nd Qtr. Actual	Actual		Variance	% Complete	
<b>REVENUE</b>						
State - FASTER Funds	\$47,187	\$155,843	\$180,000	\$24,157	86.58%	(a)
<b>Subtotal Grant Revenue</b>	<b>47,187</b>	<b>155,843</b>	<b>180,000</b>	<b>24,157</b>	<b>86.58%</b>	
Program Revenue - Fares	219,465	380,932	784,484	403,552	48.56%	
Sale of Vehicles	26,300	40,500	63,750	23,250	63.53%	
City of Fort Collins Funds			353,967	353,967	0.00%	
<b>Subtotal VanGo Revenue-All Sources</b>	<b>245,765</b>	<b>421,432</b>	<b>1,202,201</b>	<b>780,769</b>	<b>38.35%</b>	
Interest Earned	4,253	7,808		(7,808)	0.00%	
<b>Subtotal Other Revenue Sources</b>	<b>4,253</b>	<b>7,808</b>		<b>(7,808)</b>	<b>0.00%</b>	
<b>Total Revenue- Combined Sources</b>	<b>297,205</b>	<b>585,083</b>	<b>1,382,201</b>	<b>797,118</b>	<b>42.33%</b>	
<b>EXPENDITURES/EXPENSES</b>						
<b>Fleet Expense</b>						
Fleet Insurance	29,521	58,331	118,750	60,419	49.12%	
Fleet Motor Fuel & Oil	37,064	59,225	255,256	196,031	23.20%	(b)
Fleet Repairs & Maintenance	74,137	116,080	227,521	111,441	51.02%	
Fleet Repairs & Maintenance-Insurance Deductible	3,000	3,500	4,625	1,125	75.68%	
Guaranteed Ride Home	237	461	10,425	9,964	4.42%	
Fleet Other	440	1,391	5,500	4,109	25.29%	
<b>Subtotal Fleet Expense</b>	<b>144,399</b>	<b>238,988</b>	<b>622,077</b>	<b>383,089</b>	<b>38.42%</b>	
<b>VanGo Payroll</b>	<b>36,539</b>	<b>72,742</b>	<b>242,230</b>	<b>169,488</b>	<b>30.03%</b>	
Professional Services and Consulting	1,356	6,869	39,075	32,206	17.58%	
Office Furniture/Equipment (non-cap)		817		(817)	0.00%	
Office Supplies			100	100	0.00%	
Postage		4	100	96	4.00%	
Credit Card Fees	3,463	6,845	15,875	9,030	43.12%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)		57	150	93	38.00%	
Dues, Licensing and Subscriptions			1,469	1,469	0.00%	
Maintenance Contracts - Copier maintenance/usage	58	368	25,298	24,930	1.45%	(c)
Bad Debt	(277)	(277)	188	465	-147.34%	(d)
Rideshare Promotion	1,850	9,699	35,000	25,301	27.71%	
Event/Meeting Expense		22	2,675	2,653	0.82%	(e)
Indirect Costs	19,399	36,592	156,891	120,299	23.32%	
Travel/Conference/ Training	19	1,324	7,419	6,095	17.86%	(f)
Capitalized Equipment/Vehicles	58,984	194,804	327,750	132,946	59.44%	
<b>Subtotal Other Expenses</b>	<b>83,496</b>	<b>250,255</b>	<b>572,915</b>	<b>322,660</b>	<b>43.68%</b>	
<b>Total Expenditures/Expenses</b>	<b>265,790</b>	<b>568,854</b>	<b>1,476,297</b>	<b>907,443</b>	<b>38.53%</b>	
<b>Excess(Deficiency of Revenue over Expenditures)</b>	<b>31,415</b>	<b>16,229</b>	<b>** (94,096)</b>	<b>(110,325)</b>		

**Explanation of Variances**

(a) Delivery of five vans occurred in January using 2016 FASTER Funds. Two additional vans were purchased in June. The purchase of eight vans funded by 2017 FASTER funds were originally budgeted.

(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 has been reduced to 56 vans on the road at the end of 2nd Qtr. Prices remained constant.

(c) Maintenance costs were budgeted based on a prior lease. The current lease costs are approximately \$150 a month less.

(d) Prior year bad debt was recovered.

(e) The safety meeting is scheduled for September.

(f) NTD training will occur in September and October.

\*\* Budgeted from reserves

<u>2nd 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	\$ 14,250.00	\$ 37,650.00	27.46%
Njevity	\$ 5,060.00	\$ 743.75	\$ 4,316.25	14.70%
Greystone Web	\$ 2,000.00	\$ -	\$ 2,000.00	0.00%
<b>Audit Services</b>				
Eidi Bailly	\$ 27,000.00	\$ 12,000.00	\$ 15,000.00	44.44%
<b>Legal Services</b>				
Bell, Gould & Scott PC	\$ 7,822.60	\$ 3,080.00	\$ 4,742.60	39.37%
<b>Human Services</b>				
Mountain States	\$ 4,000.00	\$ -	\$ 4,000.00	0.00%
Professional Development		\$ 7,582.50	\$ (7,582.50)	0.00%
	<b>\$ 97,782.60</b>	<b>\$ 37,656.25</b>	<b>\$ 67,708.85</b>	<b>38.51%</b>
<b>VanGo™ Program</b>				
Portal- NTD Module	\$ 37,500.00	\$ -	\$ 37,500.00	0.00%
<b>Planning</b>				
Transportation Model Update	\$ 55,000.00			0.00%
SE Data Project	\$ 5,000.00	\$ 5,000.00	\$ -	100.00%
Local Transportation Plans	\$ 8,062.50	\$ -	\$ 8,062.50	0.00%
	<b>\$ 68,062.50</b>	<b>\$ 5,000.00</b>	<b>\$ 8,062.50</b>	<b>7.35%</b>
Translation Services	\$ 600.00	\$ 98.50	\$ 501.50	16.42%
Volunteer Drivers Program		\$ 2,493.95	\$ (2,493.95)	0.00%
	<b>\$ 600.00</b>	<b>\$ 2,592.45</b>	<b>\$ (1,992.45)</b>	<b>16.42%</b>
<b>Year-to-Date Professional Services &amp; Consulting Total</b>				
	<b>\$ 203,945.10</b>	<b>\$ 45,248.70</b>	<b>\$ 111,278.91</b>	<b>22.19%</b>

(a)

(b)

(c)

(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) Work won't begin on the transportation Model update until the end of the year at the earliest.

(c) Training on new software program

North Front Range Transportation and Air Quality Planning Council  
 Cash and Investment Institution Listing  
 As of June 30, 2017

Institution	Account Number	Balance as of June 30, 2017		
		MPO	VanGo	Total
<b>Cash</b>				
1st National Bank	8629	\$ 202,638.63		\$ 202,638.63
1st National Bank	7343		\$ 163,082.99	\$ 163,082.99
Petty Cash		\$ 75.00		\$ 75.00
<b>Total Cash</b>		<b>\$ 202,713.63</b>	<b>\$ 163,082.99</b>	<b>\$ 365,796.62</b>
<b>Savings</b>				
Public Service Credit Union	0095		\$ 201,272.68	\$ 201,272.68
1st National Bank	6539		\$ 93,122.62	\$ 93,122.62
<b>Total Savings</b>		<b>\$ -</b>	<b>\$ 294,395.30</b>	<b>\$ 294,395.30</b>
<b>Investments</b>				
COLOTRUST	8001	\$ 461,987.79	\$ 1,627,760.58	\$ 2,089,748.37
<b>Total Investments</b>		<b>\$ 461,987.79</b>	<b>\$ 1,627,760.58</b>	<b>\$ 2,089,748.37</b>
Total Savings and Investments		\$ 461,987.79	\$ 2,085,238.87	\$ 2,749,940.29

Operating Reserves MPO*	VanGo	Capital Reserve VanGo	FTA Funds	Other MPO***	Other VanGo **	Total
				\$ 202,638.63		\$ 202,638.63
					\$ 163,082.99	\$ 163,082.99
				\$ 75.00		\$ 75.00
\$ -	\$ -	\$ -	\$ -	\$ 202,713.63	\$ 163,082.99	\$ 365,796.62
					\$ 201,272.68	\$ 201,272.68
			\$ 50,947.00		\$ 42,175.62	\$ 93,122.62
\$ -	\$ -	\$ -	\$ 50,947.00		\$ 243,448.30	\$ 294,395.30
\$ 461,987.79	\$ 635,599.50	\$ 417,719.27		\$ -	\$ 574,441.81	\$ 2,089,748.37
\$ 461,987.79	\$ 635,599.50	\$ 417,719.27		\$ -	\$ 574,441.81	\$ 2,089,748.37
\$ 461,987.79	\$ 635,599.50	\$ 417,719.27	\$ 50,947.00	\$ 202,713.63	\$ 980,973.10	\$ 2,749,940.29

\* \$177,148.71 needed to fully fund the MPO Operating Reserve

\*\* 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. Remaining Local match will be moved to reserves at year end



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[www.VanGoVanpools.org](http://www.VanGoVanpools.org)

#### **MPO Planning Council**

Mayor Kevin Ross- Chair  
Town of Eaton  
Commissioner Tom Donnelly- Vice Chair  
Larimer County  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Mayor Pro-Tem Gerry Horak- Past Chair  
City of Fort Collins, Transfort  
Town of Garden City  
Robb Casseday  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Aaron Pearson  
Town of Timnath  
Commissioner Sean Conway  
Weld County  
Mayor Kristie Melendez  
Town of Windsor  
Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission

#### **MPO Staff**

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

## MEMORANDUM

**To:** NFRMPO Planning Council

**From:** Terri Blackmore

**Date:** September 7, 2017

**Re:** FY2018-FY2019 Unified Planning Work Program (UPWP)

### Background

The North Front Range Metropolitan Planning Organization (NFRMPO) has included a Local Transportation Plan in each of the last three Unified Planning Work Programs (UPWP). This task was inadvertently dropped when the FY2018-FY2019 UPWP was developed. The communities of Eaton, Severance, Timnath, Weld County, and Windsor along with CDOT have requested support for the Harmony/WCR74 Access Control Plan. The NFRMPO has contributed to Access Control Plans in the past.

The addition of the task is a budget neutral addition as the funds will be taken from Task 5.1 payroll, as a staff person transitioned from full to part-time at their request. The task was reviewed and recommended for Planning Council approval by the Technical Advisory Committee (TAC) at their August 16 meeting. The Finance Committee met on August 17 and approved the addition of the task and \$25,000 for consulting services.

### Action

The TAC and Finance Committee recommend approval of the Local Transportation Plan Task.

## **2.11 LOCAL TRANSPORTATION PLAN**

### **OBJECTIVE**

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the NFRMPO have lacked resources to prepare transportation plans and this allows funding and NFRMPO staff support in the development of those plans.

### **METHOD**

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. NFRMPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

### **OVERALL IMPACT/INTENT**

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

### **2018 PRODUCTS**

1. Attendance at Steering Committee meetings
2. Reviews of draft documents
3. Review of final document
4. Incorporation of plan in future NFRMPO planning process

### **FY 2018**

**PERSON/WEEKS:**                    5

### **2018 BUDGET:**

Personnel	\$12,500
Other Direct	25,000
Indirect	<u>3,173</u>
<b>Total</b>	<b>\$40,673</b>

2018 DISTRIBUTION

Federal	
CPG (82.79%)	\$33,673
Local match (17.21%)	<u>7,000</u>
<b>Total</b>	<b>\$40,673</b>

OTHER DIRECT:

Out of State Travel	0
Consultant	25,000
Other	<u>0</u>
<b>Total</b>	<b>\$25,000</b>





**RESOLUTION NO. 2017-18  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY  
PLANNING COUNCIL APPROVING THE FIRST AMENDMENT TO THE FY2018-  
FY2019 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2018 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and

**WHEREAS**, the NFRMPO is requesting an amendment of the FY2018-FY2019 UPWP to include the Local Transportation Plan task as a budget neutral amendment; and

**WHEREAS**, the FY2018 budget and UPWP were approved on May 4, 2017 and this is the First Amendment of the FY2018-FY2019 UPWP; and

**WHEREAS**, the NFRMPO is amending the FY2018-FY2019 UPWP tasks to add the Local Transportation Plan using Consolidated Planning Grant (CPG) funding and local match from other payroll; and

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the First Amendment to the FY2018-FY2019 Unified Planning Work Program (UPWP).

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of September, 2017.

\_\_\_\_\_  
Tom Donnelly, Vice-Chair

ATTEST:

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

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 7, 2017 LaSalle	FY2017 TMA Program of Projects (POP)	David Averill
<b>Objective/Request Action</b>		
Recommend approval of the Program of Projects (POP) for the FY2017 FTA \$5307, \$5310, and \$5339 apportionments for the Fort Collins/Loveland/Berthoud TMA.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The City of Fort Collins is the Designated Recipient of FTA \$5307, \$5310, and \$5339 funding for the Fort Collins TMA area. These funds are used for: public transportation capital, planning, job access and reverse commute projects, as well as limited operating expenses (\$5307); formula funding for the Enhanced Mobility of Seniors and Individuals with Disabilities (\$5310); and capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities (\$5339). The FFY 2017 (to be spent in FFY2018) funding is \$4,506,999 for FTA \$5307; \$195,314 for FTA \$5310; and \$399,473 for FTA \$5339.</p> <p>Fort Collins works with the other TMA members to develop a distribution of available funds and identify the projects to be funded (called the Program of Projects (POP)).</p> <p>Of particular note with the FY2017 funding;</p> <ul style="list-style-type: none"> <li>• \$5307 - Fort Collins will enter into swap arrangements with all participating agencies where the City is exchanging its local funding for Federal funding and therefore, freeing the participating agencies from future Federal Triennial reviews</li> <li>• A public hearing was held from 4:30 to 5:30 p.m. at the Downtown Transit Center in Fort Collins prior to the NFRMPO Council Meeting on August 1, 2017. Public notice of the hearing was published in the two primary TMA newspapers.</li> </ul>		
<b>Committee Discussion</b>		
<p>This is the first time the Planning Council has discussed the FY2017 TMA Program of Projects (POP). TAC discussed this item at its August 16, 2017 meeting and recommends Planning Council approval of the FY2017 POP as submitted.</p>		
<b>Supporting Information</b>		
<p>There is a planning requirement under 49 U.S.C. Chapter 53, for designated recipient of FTA \$5307, \$5310, and \$5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the metropolitan planning organization (MPO) funded using the urbanized area's \$5307, \$5310, and \$5339 apportionments.</p> <p>The POP includes a brief project descriptions, including any sub-allocation among public transportation providers, total project costs, and federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> <li>• Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s);</li> <li>• Identify and select the projects that the MPO will include in a metropolitan transportation plan, TIP, long-range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP); Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations;</li> <li>• Ensure that the annual POP complies with the requirements that at least one percent of the apportionment is used for associated transit improvements and that at least one percent is used for public transportation security projects unless all security needs are certified to have been met; and</li> <li>• Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation.</li> </ul>		

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. The Federal Register FY2017 Full Apportionment announcement is available upon request.

**Advantages**

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

**Disadvantages**

None noted.

**Analysis/Recommendation**

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have or will meet all federal requirements as the Designated Recipient of these specific FTA funds. TAC recommends Planning Council approval of the FY2017 POP.

**Attachments**

- FFY 2018 - Programs of Projects (POP)
- FTA \$5307, \$5310, and \$5339 Factsheets
- August 1, 2017 Public Hearing Public Notice
- Resolution 2017-19

Rev. 8/23/2017

**2017 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

**FFY 2017 FTA SECTION 5307 - \$4,506,999**

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Operation of fixed route service including FLEX - fuel and personnel costs	Fort Collins	\$4,268,198	\$2,134,099 Federal and \$2,134,099 local - 50% local match requirement
Preventive Maintenance activities (vehicles and facilities)	Fort Collins	\$2,370,000	\$1,896,000 Federal and \$474,000 local - 20% local match requirement
3rd Party Cost of Contracting - Veolia contract to provide paratransit services	Fort Collins	\$1,092,250	\$436,900 Federal and \$655,350 local - 20% local match requirement
Ridership Survey in Support of Operating Plan Update	Fort Collins	\$50,000	\$40,000 Federal and \$10,000 Local - 20% local match requirement
<b>Total Project Costs - Fort Collins</b>		<b>\$7,780,448</b>	
<b>Total Federal Costs - Fort Collins</b>		<b>\$4,506,999</b>	

**FFY 2017 FTA SECTION 5310 - \$195,314**

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Continuation of Dial-A-Taxi program (Fort Collins and Loveland)	Fort Collins	\$244,143	\$195,314 Federal and \$48,829 Local - 20% local match requirement
<b>Total Project Costs - Fort Collins</b>		<b>\$48,829</b>	
<b>Total Federal Costs - Fort Collins</b>		<b>\$195,314</b>	

**FFY 2017 FTA SECTION 5339 - \$399,473**

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Bus Wash Refurbishment project	Fort Collins	\$276,136	\$220,909 Federal and \$55,227 Local - 20% local match requirement
Pavers at MAX stations	Fort Collins	\$34,800	\$27,840 Federal and \$6960 Local - 20% local match requirement
E-Faring Project	Fort Collins	\$63,405	\$50,724 Federal and \$12,681 Local - 20% local match requirement
Facility Maintenance - Concrete Repair at Transfort Facilities	Fort Collins	\$120,000	\$96,000 Federal and \$24,000 Local - 20% local match requirement
<b>Total Project Costs - Fort Collins</b>		<b>\$494,341</b>	
<b>Total Federal Costs - Fort Collins</b>		<b>\$399,473</b>	



U.S. Department of Transportation  
**Federal Transit Administration**



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

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

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

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

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

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

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

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

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

### **What's Changed?**

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

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

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

### **Funding:**

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

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

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

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

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**



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

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

**PROGRAM PURPOSE:**

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

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

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

**Eligible Recipients:**

Formula funds are apportioned to direct recipients:

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

**Eligible Activities:**

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

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

### What’s Changed?

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

### Funding:

#### Federal Share:

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

#### Formula Details:

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



Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:  
[http://www.aoa.gov/AOA\\_programs/OAA/resources/faqs.aspx#Transportation](http://www.aoa.gov/AOA_programs/OAA/resources/faqs.aspx#Transportation)
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: [www.Eldercare.gov](http://www.Eldercare.gov)) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:  
[http://www.fta.dot.gov/documents/14\\_Half\\_Fare\\_TriennialGuidance\\_FY2011.pdf](http://www.fta.dot.gov/documents/14_Half_Fare_TriennialGuidance_FY2011.pdf)

**For Additional Information on FTA and the FAST Act, please visit: [www.transit.dot.gov/fast](http://www.transit.dot.gov/fast)**



U.S. Department of Transportation  
**Federal Transit Administration**



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

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

**Purpose**

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

**Statutory References**

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

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

**Eligible Recipients**

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

### **Eligible Activities**

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

### **What's Changed?**

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

### **Funding**

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

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**

## NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2017 Federal Transit Administration (FTA) FTA Section's 5307, 5310 & 5339 apportionments for the Fort Collins Transportation Management Area (TMA). The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY 2017 Section 5307 available funding: \$ 4,506,999
- FY 2017 Section 5310 available funding: \$ 195,314
- FY 2017 Section 5339 available funding: \$ 399,473

The Proposed Program of Projects (POP) includes:

### 5307 Program

1. Fixed Route Service Operations \$ 4,268,198
2. Preventive Maintenance for vehicles and facilities \$ 2,370,000
3. Paratransit Service Contracting \$ 1,092,250
4. System-wide Ridership Survey \$50,000

### 5310 Program

1. Access-A-Cab Paratransit Service \$ 244,143

### 5339 Program

1. Bus Wash Refurbishment Project \$276,136
2. Concrete Paver Replacement at MAX stations \$34,800
3. E-Faring Project \$63,405
4. Facility Maintenance – Concrete Repair at Transfort Facilities \$120,000

Total Project Costs - \$ 8,518,932

Total Federal Costs - \$ 5,101,786

Detailed information on the aforementioned projects may be obtained by contacting David Averill at Transfort / Dial A Ride (970) 416-4316 / [daverill@fcgov.com](mailto:daverill@fcgov.com). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2017 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 4:30 pm – 5:30 pm, August 1st, 2017 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2017 Program of Projects will be considered the final Program of Projects and will be forwarded to the September 7th, 2017 meeting of the North Front Range Metropolitan Planning Organization Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



**RESOLUTION NO. 2017-19**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FY2017 FTA §5307, §5310, §5339 FORT COLLINS/LOVELAND/BERTHOUD**  
**TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS (POP)**

**WHEREAS**, 49 U.S.C. Chapter 53 requires the development of a Program of Projects (POP) by a designated recipient of Federal Transit Administration (FTA) funds for inclusion in the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP); and

**WHEREAS**, the City of Fort Collins held a public meeting on August 1, 2017 for comment on the Fort Collins/Loveland/Berthoud Transportation Management Area (TMA) Program of Projects (POP) for inclusion in the TIP in accordance with the above stated regulation and received no comments; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the MPO is the agency responsible for approving the Fort Collins/Loveland/Berthoud Transportation Management Area (TMA) Program of Projects (POP) for inclusion in the TIP in accordance with the above stated regulation;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the Fort Collins/Loveland/Berthoud TMA FY2017 POP containing the following transit projects and funding:

- FTA §5307 – Operation of Fixed Route service, Preventative Maintenance, 3<sup>rd</sup> Party Cost of Contracting and Ridership Survey in Support of Operating Plan Update
  - FY17 Allocation of \$4,506,999 (Federal)
- FTA §5310 – Continuation of Dial-A-Taxi program (Fort Collins and Loveland)
  - FY17 Allocation of \$195,314 (Federal)
- FTA §5339 – Bus Wash Refurbishment project, Pavers at MAX stations, E-Faring Project, and Facility Maintenance (concrete repair at Transfort Facilities)
  - FY17 Allocation of \$399,473 (Federal)

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of September, 2017.

\_\_\_\_\_  
Tom Donnelly, Vice-Chair

ATTEST:

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



## SENATE BILL 17-267, CONCERNING THE SUSTAINABILITY OF RURAL COLORADO

By Greg Sobetski

Senate Bill 17-267, enacted during the 2017 legislative session, changes many aspects of fiscal policy for the state. This *issue brief* summarizes the bill's principal components, which include:

- repeal of the Hospital Provider Fee and creation of the **Colorado Healthcare Affordability and Sustainability Enterprise** to administer a similar new fee, with an adjustment to the Referendum C cap;
- new **lease-purchase agreements** on existing state buildings expected to generate \$2.0 billion for transportation and capital construction over four years;
- changes to the state's **marijuana taxes**, with portions of revenue allocated to K-12 education and to the General Fund;
- expansion of the income tax credit for businesses paying the **business personal property tax**;
- increases in **Medicaid copayments**;
- designation of money paid to local governments to offset their property tax loss from the **senior homestead property tax exemption** as a TABOR refund mechanism; and
- requirements that state agencies submit **reduced budget requests** for FY 2018-19.

**Colorado Healthcare Affordability and Sustainability Enterprise.** The Hospital Provider Fee was collected from hospitals and used to draw federal matching funds. Fee revenue and federal funds were redistributed to hospitals serving Medicaid patients and providing uncompensated health care. Effective FY 2017-18, SB 17-267 repeals the Hospital Provider Fee and creates a new enterprise to administer a similar Healthcare Affordability and Sustainability Fee.

This provision of the bill has the effect of excluding a significant portion of the state's health care system from the TABOR revenue limit. The June 2017 Legislative Council Staff forecast estimates that repeal of the Hospital Provider Fee prevents the state from collecting \$214.0 million in excess of the Referendum C cap during FY 2018-19, an amount that would otherwise be set aside in the General Fund to be refunded during the following fiscal year. Additionally, SB 17-267 restores \$528.2 million in cuts to FY 2017-18 hospital reimbursements that the General Assembly had previously authorized in Senate Bill 17-256.

The bill also directs the State Controller to subtract \$200 million when computing the Referendum C cap for FY 2017-18, permanently lowering the state's revenue limit by this amount.

**Lease-purchase agreements.** Beginning in FY 2018-19 and continuing through FY 2021-22, the bill directs the State Treasurer to execute lease-purchase agreements on

existing state facilities. These agreements function as sales of state property to private investors and require that the investors immediately lease the buildings back to the state. Leases are renewed annually for up to 20 years, after which period the state resumes ownership of the buildings.

The facilities leased are to be selected by the Department of Personnel and Administration in consultation with the Office of State Planning and Budgeting (OSPB). The total value of buildings selected is expected to equal \$500 million in each of the four years, for a total of \$2.0 billion. Revenue from the sales will first be expended for controlled maintenance projects selected by the Capital Development Committee (\$120 million) and then spent for transportation projects selected by the Transportation Commission (\$1.88 billion). At least 25 percent of transportation funds must be spent in counties with fewer than 50,000 residents as of July 2015. The bill also repeals two \$160.0 million transfers scheduled to be made from the General Fund to the Highway Users Tax Fund in each of FY 2018-19 and FY 2019-20 under Senate Bill 17-262.

Lease payments will be made from the State Highway Fund (up to \$50 million annually) and the General Fund (up to \$100 million annually). Total lease payments are limited to \$150 million annually over 20 years, or \$3.0 billion total.

**Marijuana taxes.** Between FY 2013-14 and FY 2016-17, the state collected two sales taxes on retail (non-medical) marijuana: the 2.9 percent state sales tax assessed on most goods, revenue from which is subject to TABOR; and a 10 percent special sales tax, revenue from which is exempt from TABOR under Proposition AA. A portion of special sales tax revenue, 15 percent, was distributed to local governments permitting retail marijuana sales.

Effective FY 2017-18, the bill exempts sales of retail marijuana from the 2.9 percent state sales tax. Under the authority granted by voters in Proposition AA, the bill increases the special sales tax to 15 percent. The local share

of the special sales tax is reduced to 10 percent of revenue. From the 90 percent state share, 71.85 percent is paid to the Marijuana Tax Cash Fund to be spent for programs selected by the General Assembly. In FY 2017-18 only, \$30 million is spent for K-12 schools in rural districts, and the remaining revenue is credited to the General Fund. In FY 2018-19 and subsequent years, 12.59 percent of the state share of marijuana special sales tax revenue is spent for K-12 education and 15.56 percent is credited to the General Fund.

**Business personal property tax.** Under current law, a business with personal property valued at \$15,000 or less is able to claim a refundable state income tax credit equal to the amount of business personal property tax it pays. Beginning in tax year 2019, the bill expands this credit by allowing all locally assessed businesses paying personal property tax to claim a refundable income tax credit equal to the amount of tax paid on the first \$18,000 in actual property value.

**Medicaid copayments.** Beginning in 2018, the bill increases copayments for certain Medicaid services, including pharmaceuticals, outpatient services, and non-emergency services received at emergency facilities.

**Senior homestead exemption.** For years in which the state is required to refund a TABOR surplus, the bill designates reimbursements to local governments to offset their property tax loss from the senior homestead exemption and the disabled veterans' property tax exemption as the first mechanism used to issue refunds. The General Fund will be obligated for refunds via the six-tier sales tax refund mechanism and/or the temporary income tax rate reduction only if the amount of the refund obligation exceeds the total reimbursement for these exemptions.

**Budget requests.** The bill requires that most state agencies submit FY 2018-19 budget requests to OSPB that are 2 percent lower than the amounts they received in FY 2017-18. OSPB is instructed to strongly consider these proposed reductions; however, the Governor retains final authority over the executive budget submitted to the Joint Budget Committee.





**SB 267**  
**Question and Answer**

**What funding is provided in SB 267 for transportation construction projects?**

- SB 17-267 authorizes lease-purchase agreements on state facilities totaling \$2 billion, equal amounts over four years, beginning FY '18-'19 (which begins July 1, 2018 but could occur as late as June 30, 2019).
- CDOT receives \$1.8 billion of those proceeds, with the remainder dedicated to controlled maintenance and capital projects on state buildings. At least 10% of CDOT's proceeds will be dedicated to transit projects.

**What are the restrictions in SB 267 on what transportation projects are funded?**

- Funding must be used on Tier 1 projects that come from the CDOT 10 year development plan.
- At least 25% of the funding must be spent on these projects in counties that have a population of 50,000 or less (rural).
- At least 10% of the proceeds will be dedicated to transit projects.
- The money must be spent only on state highways, no local funding is included.

**Approximately what percentage of the Tier I project list can be funded with SB 267 funds (given the current estimated project costs)?**

- The Tier 1 projects on the Development Plan include about 78 highway projects previously totaled about \$3.1 billion.
  - Included \$2.5 billion in unmet needs and \$600 million in potential matches from toll revenue, local partners, and other CDOT programs.
- As a construction list (as opposed to a planning list) there were several necessary refinements. Some of the refinements needed in using the Development Plan as a construction list include:
  - Design Only Projects on Tier 1 list
  - Scope Refinement
  - Cost Estimating and Scheduling to anticipated year of expenditure
- These list updates resulted in the \$3.1 billion Tier 1 list growing significantly, to approximately \$6.7 billion with an unfunded need of just over \$6 billion.
- While the final amount of the Tier 1 list is not finalized, the \$1.88B from SB267 will fund only a small portion of the total statewide needs.

**How does SB 267 impact funding for transportation infrastructure maintenance?**

- COPs are essentially long term loans. In order to realize \$1.88B, CDOT will pay \$50M/year for about 24 years over the life of the COPs. While the Transportation Commission has not made a decision on what part of CDOT's existing budget to reduce to accommodate the COP payments, most of the department's flexible funding is utilized for maintaining existing assets. One could assume COP payments will reduce things like maintenance and surface treatment by \$50 million/year. The remainder of the COP payments, totaling up to another \$100 million per year, is expected to come from annual Colorado General Fund payments from the legislature.

Can SB 267 funding be combined with transportation funding from other funding sources (federal, state, local) to construct transportation projects?

- Yes, there are opportunities to leverage this funding. The Transportation Commission will determine criteria for the future use of the funds, which could include local match requirements.

What are the roles of CDOT, the Transportation Commission, and the Statewide Transportation Advisory Committee in determining what transportation projects are funded under SB 267?

- Since the State Treasurer will not issue the SB267 certificates of participation until July 1, 2018 at the earliest, there is time for a broad planning process to identify the SB267 projects.
- The Transportation Commission and STAC have a refined Development Plan with updated cost estimates, and are considering the timing and process for selecting projects from the Development Plan to receive lease-purchase proceeds.
- CDOT will continue to work with all stakeholders and planning partners as the department moves towards finalizing a SB267 project list.
- It is currently expected that the Transportation Commission will select 2 years (~\$800 million) by the end of calendar year 2017.

Can SB 267 funds be used for public transit or non-motorized transit projects?

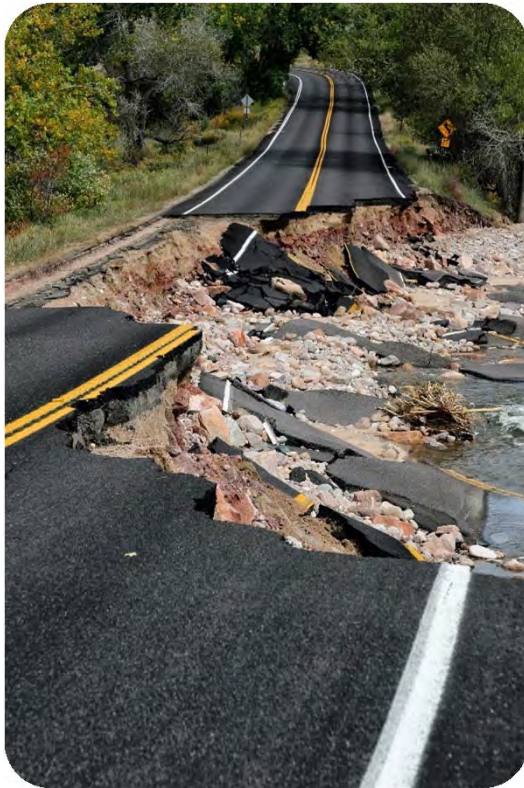
- Yes, at least 10% of the SB267 transportation funds can be used for transit. Transit is not defined in the legislation and could include bus, rail, and other options.

Are SB 267 funds subject to the statutory allocation of HUTF funds among cities, counties, and the state?

- No, 100% of the SB267 funding is dedicated to the state's portion of the HUTF for use on state highways.



**COLORADO**  
Department of  
Transportation



## Transportation Funding and SB 267 August, 2017



# Our Challenge Continued Growth

1991



3.3 M



**27.7 B**

**vehicles miles traveled**



**\$125.70**

**spent per person**

2015



5.4 M



**50.5 B**

**vehicle miles traveled**



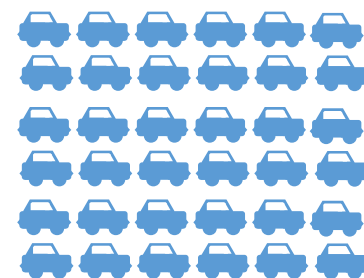
**\$68.94**

**spent per person**

2040



7.8 M



**72.3 B**

**vehicle miles traveled**



**\$41.16**

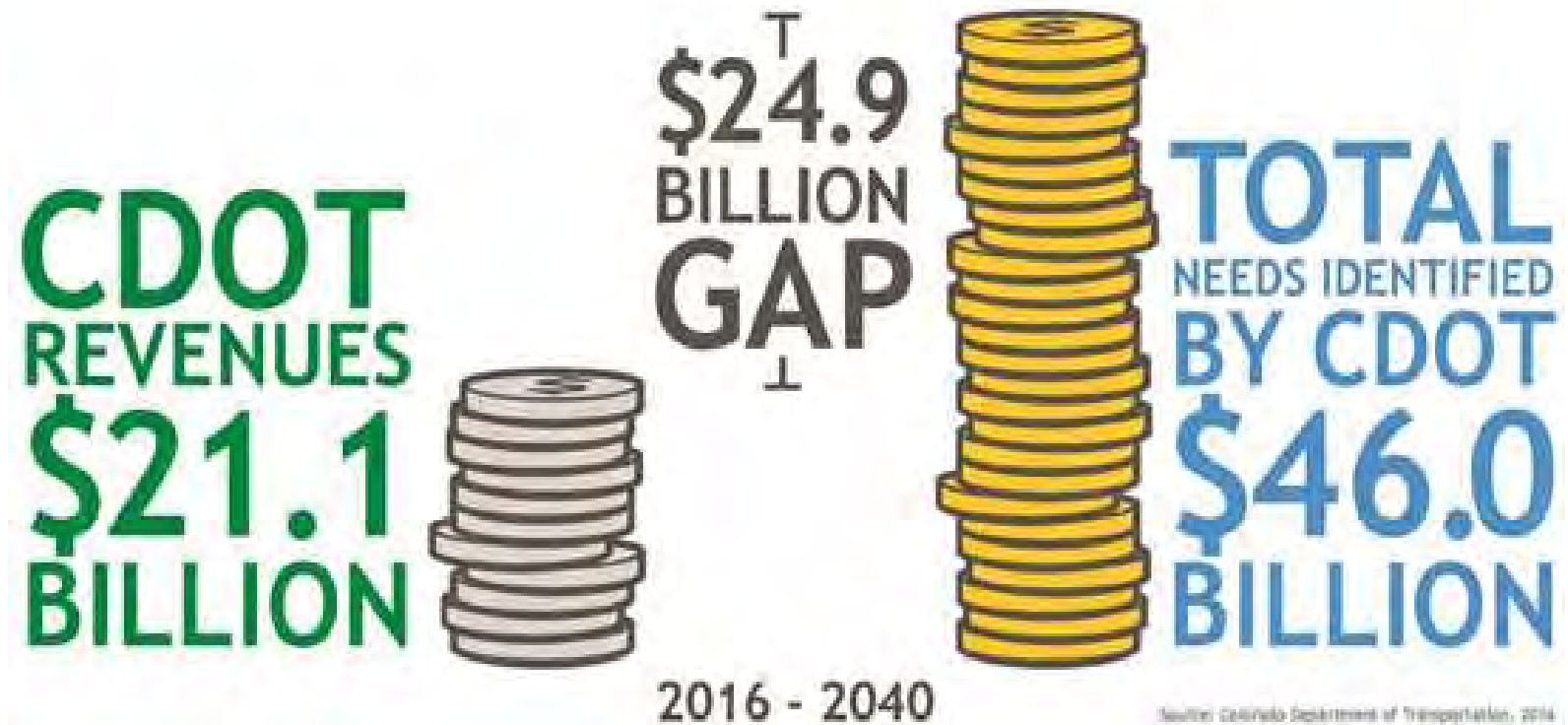
**spent per person**

*All dollar  
figures  
adjusted for  
inflation*



# Colorado Statewide Transportation Plan Needs & Gap Analysis

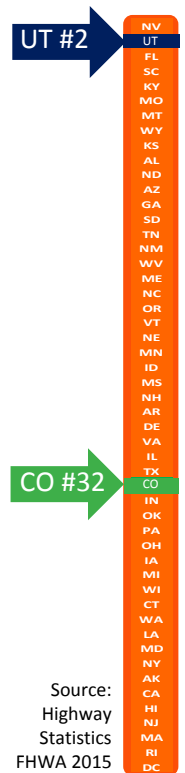
\$1 billion annual shortfall





# How Do We Compare Colorado /Utah

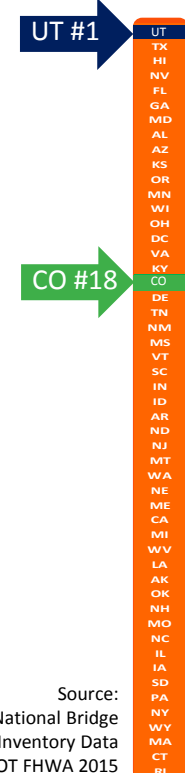
## PAVEMENT CONDITION



Potholes and rough roads cause drivers as much as \$300 per year in vehicle repair bills

Source: Highway Statistics FHWA 2015

## BRIDGE CONDITION



48% of Colorado bridges need preventative maintenance and 5% are structurally deficient

Source: National Bridge Inventory Data USDOT FHWA 2015

## SYSTEM RELIABILITY



Colorado's population has grown 53% since 1990 while lane miles on our highways have only gone up 2%

Source: Urban Mobility Scorecard TTI 2015

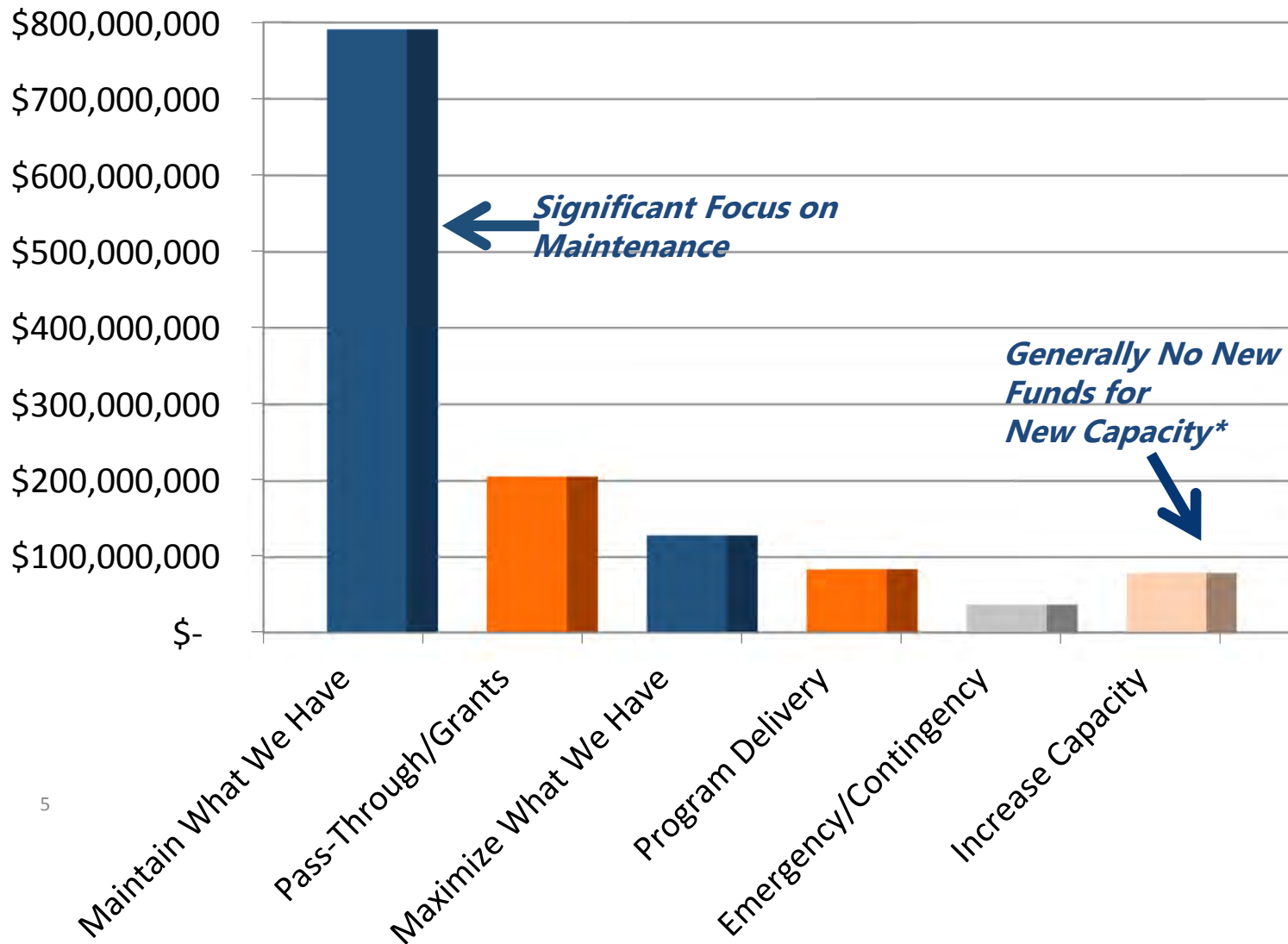
\*All figures as of June 22, 2016

Colorado has no funds for new capacity.  
Utah dedicates \$600 million/yr. to new capacity.

Colorado relies on 75% of construction \$\$ coming from the feds.  
Utah relies on less than 50% of construction \$\$ coming from the feds— with a dedicated 1¢ sales tax and two gas tax increases in the last ten years.



# CDOT Existing Budget: Focus on Maintaining the System







# Funding New Capacity?

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Find Agreement.



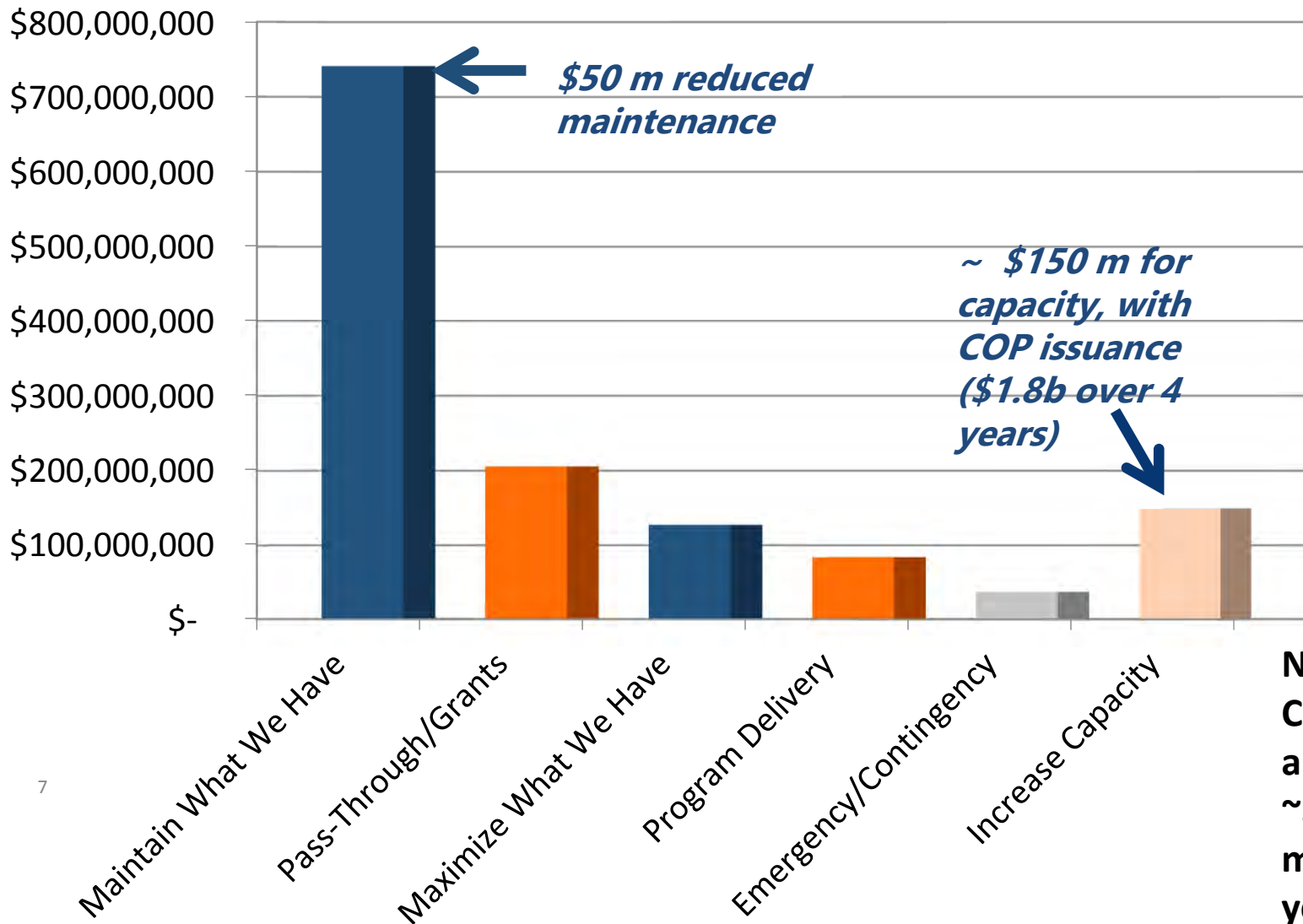
Plant the Seed.







# CDOT Budget Under SB 17-267



**Net gain to CDOT about ~\$100 million/year**

7

7



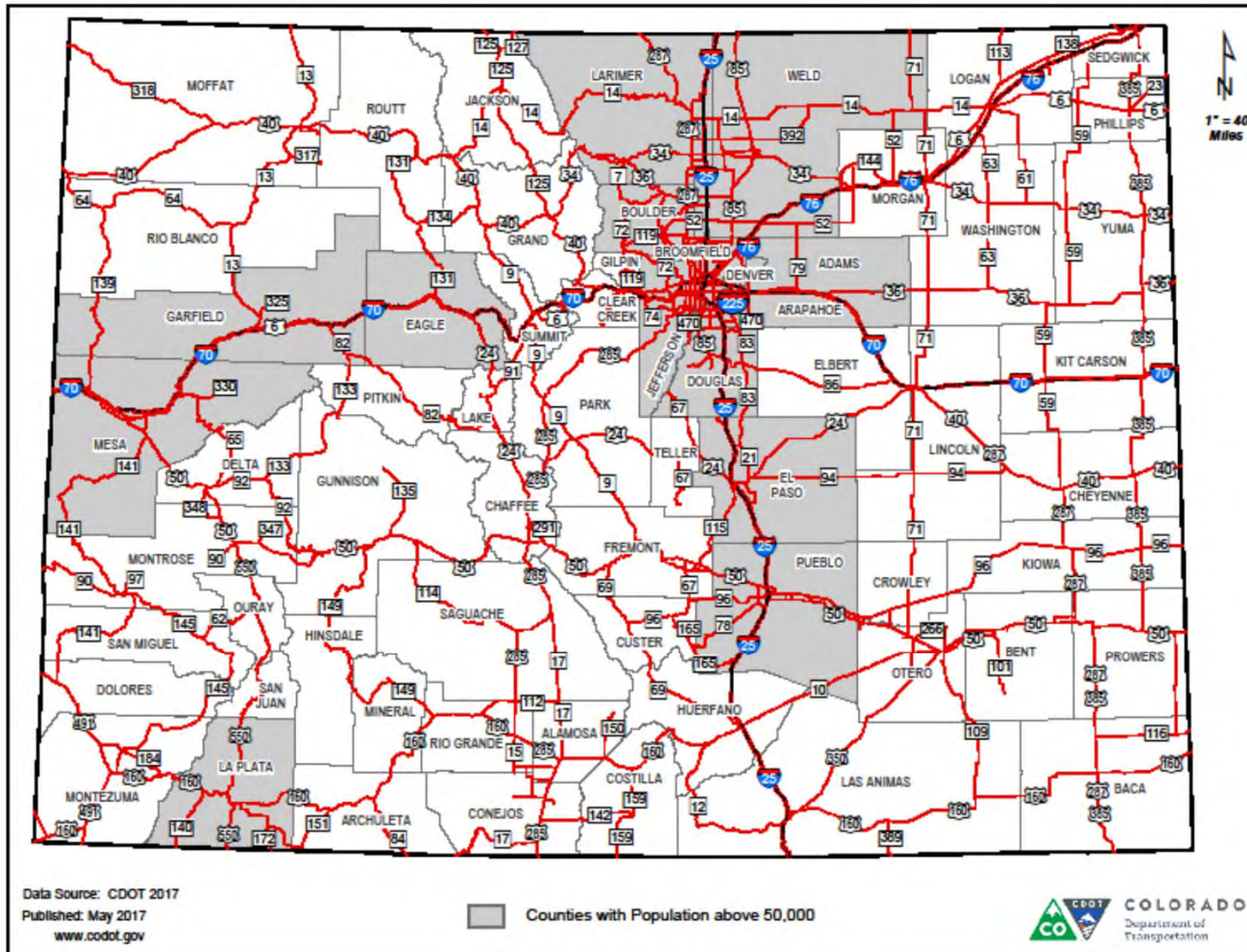
## SB 17-267 Details

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- Authorizes lease-purchase of state buildings beginning as soon as July 1, 2018 (or as late as June 30, 2019)
- CDOT “receives” \$1.8B of proceeds over 4 years
  - At least 25% to rural counties
  - At least 10% to transit
- CDOT responsibility= \$50 million annually for 24 years
- General Fund (or any other source) responsibility= Up to ~\$100 million annually for 24 years
- SB 228 Transfer in FY18 is not affected (\$79M) but out year transfers are eliminated



# "Clear" Counties have less than 50k population





## Managing Expectations

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\$1.8 billion=

- Less than 10% of CDOT's 20 year need
- \$1.2 billion is paid for by CDOT *existing budget*
- Loss of FY '19 & FY '20 SB 228= \$320 million
- Effectively provides a low interest loan to CDOT to move forward on a number of important projects





## SB 17-267: Next Steps- Timing

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### Creation of a \$1.88 billion list

- Timing
  - TC and STAC have discussed several times this summer
  - TC hopes to select first two years of projects before the end of the year
  - Continue to work with transportation stakeholders
  - Funds may be used to match INFRA grant applications
- Staff was working towards refining the Tier 1 Development Plan into a “ballot list” - In June the TC received an updated list that contains refined cost estimates for projects that are in the Tier 1 grouping.





# Questions ?

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## North Front Range MPO Area - Project Status Updates (24 Aug 2017)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
US287 PR at Ted's Place	<i>Construction is underway</i>
US287 to I-25 Surface Treatment	<i>In Design</i>
<b>I-25</b>	
Crossroads Blvd Interchange / Bridges	<i>Construction is underway. SB Bridge demolished</i>
Truck Climbing Lane	<i>Construction is wrapping up</i>
Design /Build	<i>Proposals under review</i>
Fort Collins North Cable Rail	<i>In Design</i>
Ramp Metering- Harmony Rd SB SH392 NB/SB	<i>Metering is active</i>
<b>US34</b>	
Big Thompson Canyon Flood Repair	<i>Road open for summer. Fall closure scheduled</i>
US34 Business in Greeley Surface Treatment	<i>In Design</i>
PEL Study	<i>Progressing</i>
<b>SH60</b>	
US287 to Milliken Resurfacing	<i>Construction is underway</i>
WCR 40 Intersection Improvements	<i>In Design</i>
SH257 PR (Milliken) – Little Thompson Structures	<i>In Design</i>
<b>US85</b>	
Eaton to Ault- ADA ramps & Resurfacing	<i>Construction is underway</i>
US85 PEL Study	<i>Final signatures obtained</i>
<b>US287</b>	
SH1 to LaPorte Bypass	<i>Construction is underway</i>
Road damage near Larimer CR 17	<i>Construction is complete</i>
Foothills Parkway Signal Upgrade	<i>In design</i>
<b>SH392</b>	
US85 Intersection	<i>Construction is underway</i>
<b>SH402</b>	
Larimer CR 9E	<i>Construction is complete</i>



## US 34 Coalition Key Messages

### US 34 PEL Study Technical Advisory Committee Meeting | August 16, 2017

#### 1) Project Status

All documents presented at the August 16, 2017 TAC Meeting can be found in the [Project Dropbox](#).

<https://www.dropbox.com/sh/7zy8xz4i7tm7tt6/AABb69j8TWT1fRTKOqu6H-39a?dl=0>

**The project is on schedule.**

**Existing Conditions Report** — The Existing Conditions Report is complete and is currently being reviewed by the Technical Advisory Committee (TAC). The Existing Conditions will be presented to the Coalition at the next scheduled meeting on October 5th.

**Purpose and Need** – The Purpose and Need (P&N) is complete and has been sent to FHWA for review and concurrence. Once P&N has been confirmed by FHWA, the task of developing a P&N for the US 34 PEL Study is complete.

**November Public Meetings** — November public meetings will be scheduled with input from the TAC and Coalition on the best dates and location. One goal of the meeting will be to gather community input on potential alternatives along the corridor and identify early action projects. Proposed November Meeting dates are currently being vetted by the TAC and will then be sent to the Coalition for confirmation.

**Evaluation Criteria** — The TAC has reviewed the Evaluation Criteria for the corridor. The criteria and performance measures will be used to evaluate alternatives at Levels I, II, and III depending on when data is available. It describes the types of criteria that will be measured (i.e. safety, mobility, travel demand, freight, environmental, etc.) and how they will be measured. The Evaluation Criteria is available on Dropbox.

#### 2) Key Themes

**US 34 Corridor Segments:** The corridor segments have been updated to include beginning and end points as well as trails. These segments will be used to evaluate segment and corridor-wide alternatives.

**Alternatives Development:** The TAC looked at four major intersections to identify specific elements to be evaluated. Additional intersections will be evaluated at the next TAC meeting.



### **3) TAC Action Items**

The TAC continues to evaluate intersections and identify specific elements to be evaluated as part of the alternatives Development.

### **4) Next Steps**

Begin public outreach to increase corridor visibility by contacting additional PIOs, community groups, and organizations.

Prepare additional intersection maps for further in-depth review at the next TAC meeting.

US 34 Coalition Briefing on October 5th.