



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

**MPO Planning Council**

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

**MPO Staff**

Suzette Mallette  
 Interim Executive Director  
 Becky Karasko  
 Regional Transportation Planning  
 Director  
 Renae Steffen  
 Administrative Director  
 Crystal Hedberg  
 Finance Director

**Next Council Meeting**  
**May 3, 2018**  
**Milliken Town Hall**  
**1101 Broad Street**  
**Milliken, CO**

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**MEETING AGENDA**  
**April 5, 2018**

**Greeley Family FunPlex**  
**1501 65<sup>th</sup> Avenue**  
**Greeley, CO**

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

**Pledge of Allegiance**

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

Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-March 1 & 15, 2018 (Pg. 7&13)
3. **EXECUTIVE SESSION:**  
 Council's agenda will include an executive session as per (1) C.R.S. § 24-6-402(4)(e)(I), to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators, and (2) C.R.S. § 24-6-402(4)(b), to seek the advice of the Council's attorney regarding the same. 30 min
4. Executive Session Action Tom Donnelly 10 min

**Lead Planning Agency for Air Quality Agenda**

Estimated Time

**COUNCIL REPORTS:**

5. Air Pollution Control Division (APCD) (Pg. 15) (Written Report)
6. Regional Air Quality Council (RAQC) (Pg. 17) (Written Report)

**Metropolitan Planning Organization (MPO) Agenda**

Estimated Time

**REPORTS:**

7. Report of the Chair Tom Donnelly 5 min
8. Interim Executive Director Report Suzette Mallette 10 min
9. Finance (Pg. 18) Kristie Melendez 10 min
10. TAC (Pg. 20) (Written Report)
11. Mobility (Pg. 21) (Written Report)

**CONSENT ITEMS:**

12. CDOT Planning Memorandum of Agreement (MOA) (Pg. 23) Becky Karasko
13. CDOT Draft 2018 Ballot Project List (Pg.44) Becky Karasko

**ACTION ITEM:**

14. March 2018 TIP Amendment (Pg. 47) Medora Kealy 10 min

**DISCUSSION ITEMS:**

15. Draft FY2019-2022 Transportation Improvement Program (TIP) (Pg. 51) Medora Kealy 10 min
16. Updated FY2018-2019 Unified Planning Work Program (UPWP) Tasks (Pg. 52) Becky Karasko 10 min

**COUNCIL REPORTS:**

- Transportation Commission/ CDOT Region 4 I-25 Update 15 min
- STAC (Pg. 53) Gilliland/Olson Gerry Horak (Written Report)
- Host Council Member Report Robb Casseday

**MEETING WRAP-UP:**

- Next Month's Agenda Topic Suggestions 5 min



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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)

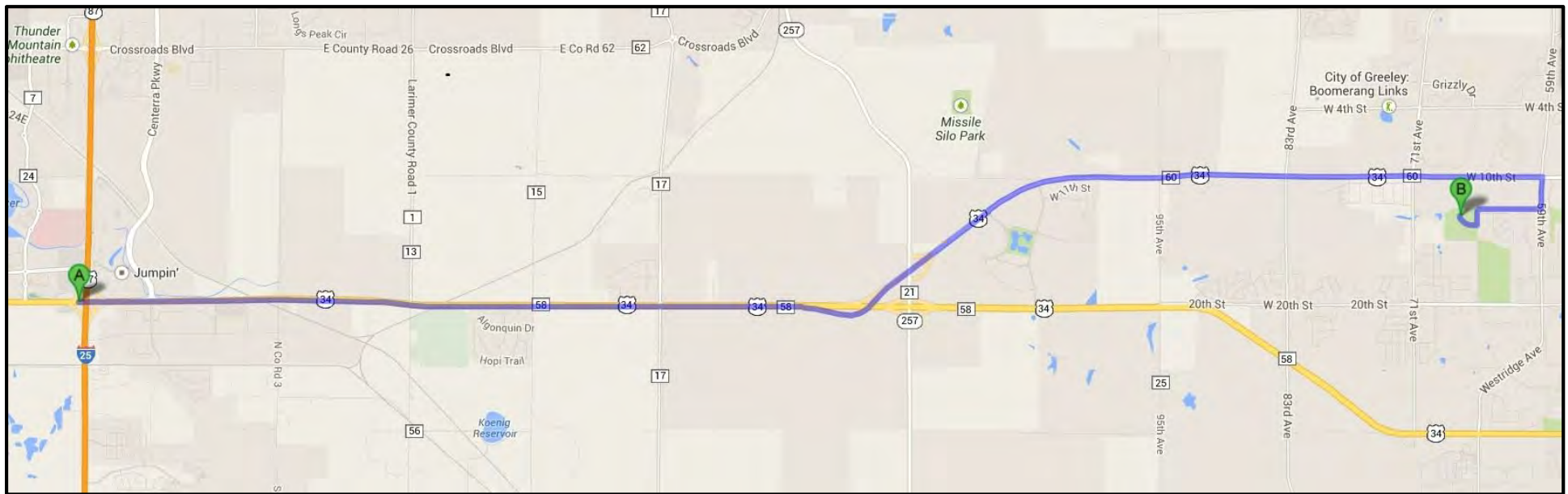
GLOSSARY (cont'd)

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

# Directions to Greeley Family FunPlex – 1501 65<sup>th</sup> Avenue



- From I-25, take Exit 257A (U.S. Highway 34) and head east on U.S.-34 for 5.7 miles.
- Exit from the right lane at the 10th Street / Greeley Business Route exit and merge into U.S. 34 Business for 6.2 miles.
- Turn right onto 59<sup>th</sup> Avenue and continue up slight hill for 0.3 mile.
- Turn right onto W. 13<sup>th</sup> Street and head west downhill for 0.5 mile.
- Turn left onto 65<sup>th</sup> Avenue and head south for 0.1 mile
- Turn right at “*Twin Rivers Community Park*” entrance sign and proceed to parking lot for Greeley Family FunPlex.

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

**March 1, 2018  
Larimer County Offices Building  
Hearing Room & Boyd Room  
200 W. Oak Street  
Fort Collins, CO**

**Voting Members Present:**

**Tom Donnelly - Chair** -Larimer County  
Jennifer Baker -Berthoud  
Chris Colclasure -CDPHE  
Kevin Ross -Eaton  
Gerry Horak -Fort Collins  
Robb Casseday -Greeley  
Troy Mellon -Johnstown  
Paula Cochran -LaSalle  
Dave Clark -Loveland  
Linda Measner -Milliken  
Don Brookshire -Severance  
Aaron Pearson -Timnath  
Kathy Gilliland -Transportation Comm.  
Julie Cozad -Weld County  
Kristie Melendez -Windsor

**Voting Members Absent:**

Mark Clark -Evans  
\*No Member -Garden City

**MPO Staff:**

Suzette Mallette, Interim Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director and Alex Gordon, Transportation Planner II/Mobility Coordinator.

**In Attendance:**

Dawn Anderson, Elizabeth Austin, Jim Eussen, Butch Haus, Myron Hora, Wayne Howard, Will Jones, Tim Kemp, Jacki Marsh, David May, Mitch Nelson, Mark Peterson, Ginger Robitaille, and Karen Schneiders.

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

**PUBLIC COMMENT:**

Julie Cozad commented on behalf of Steve Teets of Greeley, stating he was unable to attend the meeting but asked she relay he still wants the Council to look at a Regional Transportation Authority (RTA) and provide transit transportation services between Greeley and Loveland and have it connect to other transportation systems. Donnelly acknowledged Karasko for sending a comprehensive letter regarding these items following Teets' public comment at the previous meeting.

**APPROVAL OF THE MEETING AGENDA:**

*ROSS **MOVED** TO ACCEPT THE MARCH 1, 2018 AMENDED MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

## **APPROVAL OF THE MINUTES:**

***ROSS MOVED TO APPROVE THE FEBRUARY 1, 2018 MEETING MINUTES. The motion was seconded and passed unanimously.***

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

Chair Donnelly opened the Air Quality portion of the meeting.

#### Air Pollution Control Division

Chris Colclasure, APCD Deputy Director, explained the two standards the region is subject to; the 75 parts per billion (ppb) standard set in 2009; and the 70 ppb standard, which was set in 2015, but was not taking effect until possibly spring or summer 2018. He then presented the Ozone and Air Quality Measures Briefing to the NFRMPO Planning Council. Brookshire inquired why the ozone levels rose substantially in the early 2000's. Colclasure explained how the ozone levels are driven by several factors, emissions and weather are significant, but the overall chemical reaction that occurs in the atmosphere is increased by sunshine and heat therefore, that may have been a time period with many sunny and/or hot days. He also cited the great success the region has had in lowering emissions in spite of noticeable population increases and an oil boom beginning in 2008 and suggested ozone is very stubborn, otherwise the results of emission reduction efforts in the area would be even more substantial.

Donnelly suggested the current 75ppb standard process had been taking place for more than ten years and questioned the timelines of attaining a standard. Colclasure acknowledged the process takes a while to adopt and take effect and it is generally held up in litigation for a time, so it can take many years, but the Denver-Metro North Front Range (DMNFR) will remain at the 75ppb standard until it is attained, possibly indefinitely. Donnelly questioned when the 70 ppb standard would take effect. Colclasure explained the comprehensive process and noted if the new standard is not met by the initial deadline in 2021 the region would be reclassified as a moderate area and go through a similar process to what they are in now. Cochran asked how many regions in Colorado were in non-attainment. Colclasure replied the DMNFR is the only region of Colorado currently in non-attainment somewhat due to the geographic terrain. Gilliland asked what can be done when so much of the ozone is unable to be controlled by the area it is actually affecting. Colclasure responded that only incremental progress can be made with regulations so they have created steps that companies can take on a voluntary basis to be more innovative. CDPHE is in the midst of two stakeholder processes to identify the next round of technologies that can be implemented and there is a statewide stakeholder process in place to look at hydrocarbon emissions from oil and gas, as well as a pneumatic controller task force in place to identify ways to reduce emissions from them. He expressed his optimism that with the assistance of environmental groups, industries and local government talking about the steps that can be taken to reduce emissions, some improvements may emerge as early as this summer. He corrected the year listed for Oil and Gas SIP revisions on page six should be 2017, not 2016. Melendez questioned whether testing is done for benzene. Colclasure explained that benzene is a Volatile Organic Compound (VOC), is regulated as a carcinogen, and is covered by the VOC limits at any particular facility. Colclasure relayed there is a health study being conducted in June to quantify the level of health risk that exists being in the vicinity of oil and gas emissions, it is expected sometime in the summer.

Colclasure completed his presentation stating he sees a lot of opportunity in the North Front Range to reduce overall emissions and cited CDPHE's many means of helping to reduce transportation emissions including a mobile dispatch lab that monitors a key complaint site for up to twelve weeks, alternative transportation support of transit, carpooling, cycling, etc., Colorado's new electric vehicle plan, Volkswagen Incentives and the Regional Air Quality Council's study of fuels produced and sold in the State. Outside the transportation sector emissions are being lowered by many power plants switching from coal to natural gas, CDPHE's program giving companies emission reduction credits for early emission reductions, Colorado's greenhouse gas targets, RAQC's Mow Down



Pollution campaign for both commercial and residential use, as well as CDPHE general emission reductions outreach to companies, communities and citizens.

Regional Air Quality Council (RAQC)

A written report was provided.

**Metropolitan Planning Organization (MPO) Agenda**

Chair Donnelly opened the MPO portion of the meeting.

**REPORTS:**

Report of the Chair:

Chair Donnelly reported that Jennifer Baker was not running for Berthoud Town Board in April and therefore would no longer be on the Council. He recognized her accomplishments and thanked her for her commitment to the Finance Committee as well as the Planning Council. She said her time on the Council had been a really good experience and thanked the Council for the opportunity.

HR Subcommittee:

Chair Donnelly requested moving the information in the report of the HR Subcommittee to the related Executive Director Search Process item for action later in the meeting. There was no objection.

Finance:

Kristie Melendez, Finance Committee Chair, briefly reviewed information from the Finance Committee Report and Meeting Minutes from the February 15<sup>th</sup> Committee meeting with the Council. She reported the MPO audit was in progress and there were currently no findings to report, Eide Bailey will be presenting the 2017 Audited Financial Statements to the Council in May and requested their approval of the CY 2017 4<sup>th</sup> Quarter Unaudited Financials on the Consent Agenda as well as the Draw of MPO Operating Reserves.

TAC:

A written report was provided.

**CONSENT ITEMS:**

CY 2017 4th Quarter Unaudited Financial Statements

MPO Letter of Support to UPRR for Eaton

Ross explained there had been three tragic deaths at the 5<sup>th</sup> Street at-grade railroad crossing in two years, two of them occurring within less than one year. The Town of Eaton is requesting the Union Pacific Railroad (UPRR) expedite the 2019 improvement project which includes installation of signalization and automatic gates, to ensure safety for its citizens. The road is currently closed to ensure there will not be another unnecessary fatality there. He thanked CDOT for their assistance and his community for providing 3200 signatures urging UPRR to prioritize the crossing arms and signalization improvement project at 5<sup>th</sup> Street. He thanked MPO staff for drafting the letter and asked for the Council to support the request. Donnelly offered his support and commented how difficult the process can be.

Extension of Intergovernmental Agreement (IGA) Between MPO, Larimer County & Suzette Mallette

*GILLILAND **MOVED** TO APPROVE THE CONSENT AGENDA. The motion was **seconded** and **passed** unanimously.*

## **ACTION ITEMS:**

### Draw of MPO Operating Reserves

Crystal Hedberg, Finance Director, reviewed information from the Draw of MPO Operating Reserves memo with the Council.

*COZAD **MOVED** TO APPROVE RESOLUTION NO. 2018-03 APPROVING THE TRANSFER OF FUNDS FROM THE MPO OPERATING RESERVE The motion was **seconded** and **passed** unanimously.*

### Executive Director Search Process

Dave Clark, HR Subcommittee Chair, reviewed information from the Recruiting Support Proposal from Turning the Corner, LLC (TTC) and Ginger Robitaille, NFRMPO HR Consultant from TTC, reviewed information detailed in the Executive Director (ED) Search memo with the Council. She explained she would report progress on the ED search weekly to Committee Chair D.Clark and he would relay the updates to the Council. She also confirmed the final vetting would include the entire Council and the interviewing would include the entire Council, staff and TAC, noting TTC offers a 90-day guarantee assuring their customers if the proper candidate was not hired TTC would go through the entire search process again at no cost. Brookshire and Cozad conveyed the process the Subcommittee had gone through to finalize the ED Job Description with Robitaille. D.Clark noted Tier 3 was recommended by the subcommittee as there would be a lot of time involved in the process and no one on the Council or staff had the time nor expertise. Donnelly asked Robitaille for companies where TTC had hired high-level executives. Robitaille replied TTC had recruited an Executive Director in one month for the Denver non-profit, Spellbinders, in Denver as well as several COO positions in non-profit and private organizations, citing Colorado Thought Leaders Association and Hemera Foundation. She added she and other members of her team had experience working with companies who specialized in government-only contracts.

Horak asked if the HR Subcommittee had considered using a firm who specializes in, or had experience with hiring for transportation and/or MPOs. Mallette indicated the job would be posted on the Association of Metropolitan Planning Organizations job board and suggested there were other transportation organizations to post to as well. Cozad stated the HR Subcommittee had not looked at any other firms because they were only tasked at working with TTC, adding they had discussed extensively the skills and requirements the new Executive Director would need. Horak questioned TTC's proposal stating his concerns about their level of experience in hiring transportation/MPO directors. Cozad asked if other Council members wanted to discuss using another agency for the search. Donnelly asked Council members to give some initial feedback on whether they were comfortable moving forward with TTC, and if so, which Tier level, or if they wanted to do a Request for Proposal (RFP) and consider hiring a different search firm. Several members shared their community's executive search experiences, mostly indicating their comfort in using TTC for Tier 3 because of the extensive amount of time that was involved in the vetting process.

Melendez asked Robitaille the proposed time schedule for the completion of the search. Robitaille replied once the process was approved by Council she would begin searching TTC's internal network immediately and would want Council feedback on the job description draft within a week so it could be posted externally for an indefinite period of time. Many expressed their disapproval of keeping the timeline open until the position was filled. Robitaille agreed to set a reasonable timeframe for applications. Following a comprehensive discussion regarding the proposed search fee, a proper Executive Director salary range, the interview process, posting timelines, and amending the budget, the Council determined they needed time to review the Executive Director Job Description draft and discuss all of their options. Cozad recommended holding a special meeting prior to the April 5<sup>th</sup> meeting and offered to host it in Weld County. Horak suggested TTC provide a fixed fee rather than basing it on 20% of a currently unknown salary. D. Clark suggested Mallette and Robitaille discuss the revisions discussed and get a new proposal for the Council to approve at the special meeting.

**MEASNER *MOVED* TO APPROVE RESOLUTION NO. 2018-04 APPROVING THE EXECUTIVE DIRECTOR SEARCH PROCESS.**

Horak stated the resolution identified a salary and process that was not agreed upon by the Council. Donnelly asked if Robitaille was willing to make the changes Council was suggesting. Robitaille replied she would need to look at a higher rate if it was fixed but she was not certain what the rate would be because they don't generally have fixed rates. Cozad asked if the search process could be approved at the special meeting when the requested updates to the proposal were completed. The Council discussed leaving certain items of the resolution open so they could approve the funding and get the process moving forward but determined it was appropriate to wait for the special meeting and approve a new proposal.

*MEASNER REQUESTED HER MOTION TO APPROVE RESOLUTION NO. 2018-04 APPROVING THE EXECUTIVE DIRECTOR SEARCH PROCESS BE **WITHDRAWN**. The motion was **seconded** and **passed** unanimously.*

Donnelly stated the approval of the Executive Director Search Process would be laid on the table until Thursday, March 15<sup>th</sup> when the Council would hold a special meeting at the Weld County Administration Building in Greeley. Council agreed. Donnelly requested Renae Steffen, Administrative Director, finalize the details and notice the meeting immediately.

**DISCUSSION ITEMS:**

CDOT Planning Memorandum of Agreement (MOA)

Becky Karasko, Regional Transportation Planning Director, reviewed information from the CDOT Planning Memorandum of Agreement (MOA) AIS with the Council noting the 2018 MOA would replace the 2013 MOA, both of which were included in the packet. She said the MOA also contained an Implementation Guidance section which was unique to each MPO and contains the deadlines that are specific to that MPO as well as the different documents necessary for each MPO. CDOT and FHWA requested the completed, signed MOA's be returned in May. The deadline for the final planning rule is May 27<sup>th</sup>. She informed the Council the item would be back for action in April.

CDOT Draft 2018 Ballot Project List

Karasko reviewed information from the CDOT Draft 2018 Ballot Project List memo and NFRMPO-ONLY PROJECTS from CDOT's Preliminary Project List for New Revenue Source-based on the 10-Year Development Program Plan with the Council. Mellon asked why they were seeking funds for I-25 beyond SH 7. Karen Schneiders, CDOT R4, explained because that was an interim solution on I-25 corridor they want to allow for as much as funding opportunity for potential projects as possible, adding that section of the corridor is part of CDOT's 10-year plan. Mellon suggested the information needed to be clearly communicated to voters who believe they have already approved funding for the I-25 corridor. Schneiders replied CDOT's message is, and has been the portion which will be under construction in the next few months is an interim solution that needs additional funding, and noted the dollar amounts were approximate.

**COUNCIL REPORTS:**

Transportation Commission Report /CDOT Region 4

Schneiders updated the Council on the SamSam Ransomware virus that had CDOT offline for several days noting there were still some issues they were working through and therefore she had no project updates available. She offered Council phone communication if they had any project inquiries, noting a temporary road diversion, or "shoofly", was in at SH 60 and US 257 and they hope to bring those bridges back in quickly and the US 34 Big Thompson Canyon project was progressing nicely. Gilliland reported she and Horak had attended a listening session with Representative Polis at which Horak offered beneficial feedback regarding the criteria. The infrastructure plan discussed was

a \$1.5 trillion investment, but the federal government would be committed to funding only a fraction of that cost. When a state identifies an infrastructure project of need, they would have to come up with at least 80 percent of the funding to receive, at most, 20 percent funding from the federal government. This structure is a considerable shift away from how infrastructure projects have been funded for decades. Donnelly said credit needs to be given for the money that has already been put into the project and added the process may potentially be very positive for North I-25's section of the corridor because of the money already put toward the project by the communities. Gilliland expressed her concern about the other projects that were part of Colorado's \$2.6M of infrastructure. Horak reported the I-25 Funding Subcommittee met February 28<sup>th</sup> at the MPO office in Fort Collins and with help from CDOT worked on the criteria and will take their information to the I-25 Coalition who will draft a memo to Congressional representatives and others working on creating a realistic priority list and addressing the concerns around the 80/20 split. Karasko will provide follow-up updates to the Council as it becomes available.

Donnelly reported, Johnny Olson, CDOT R4, has been put in charge of the CDOT Incident Command Center regarding the SamSam Ransomware virus and therefore would not be attending meetings until further notice.

#### STAC Report

A written report was provided.

Host Council Member Report- Donnelly welcomed everyone and thanked them for coming to Larimer County. He recognized Vincent Clark, owner of Food for Thought Catering in Loveland, for the wonderful meal, noting his ability to cater as many as 6000 people. He then reported Larimer County and the Town of Berthoud worked collaboratively on a project on CR 17, aka Berthoud Parkway, Taft Avenue (Loveland) or Shields Street (Fort Collins) which should begin fall of 2018. Larimer County will manage the roadway's safety improvements near new development in Berthoud. He was proud to have partnered with Berthoud on the project.

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

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

1. *Special Meeting March 15<sup>th</sup> to take action on the Executive Director Search Process*

The meeting was adjourned at 8:03 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

**Meeting Minutes of the  
NORTH FRONT RANGE TRANSPORTATION &  
AIR QUALITY PLANNING COUNCIL  
SPECIAL MEETING  
March 15, 2018  
Weld County Administration Building  
Event Center Room  
1150 O Street  
Greeley, CO**

**Voting Members Present:**

**Tom Donnelly - Chair** -Larimer County  
Jennifer Baker -Berthoud  
Kevin Ross -Eaton  
Mark Clark -Evans  
Gerry Horak -Fort Collins  
Dave Clark -Loveland  
Linda Measner -Milliken  
Don Brookshire -Severance  
Kathy Gilliland -Transportation Comm.  
Julie Cozad -Weld County  
Kristie Melendez -Windsor

**Voting Members Absent:**

Chris Colclasure -CDPHE  
Robb Casseday -Greeley  
Troy Mellon -Johnstown  
Paula Cochran -LaSalle  
Aaron Pearson -Timnath  
\*No Member -Garden City

**MPO Staff:**

Suzette Mallette, Interim Executive Director and Renae Steffen, Administrative Director.

**In Attendance:**

Butch Hause, Jed Scott

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

**PUBLIC COMMENT:**

There was no public comment.

**APPROVAL OF THE MEETING AGENDA:**

*ROSS **MOVED** TO ACCEPT THE MARCH 15, 2018 SPECIAL MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

**EXECUTIVE SESSION:**

Chair Donnelly announced the Council would be going into an Executive Session.

***BROOKSHIRE **MOVED** TO GO INTO AN EXECUTIVE SESSION FOR THE FOLLOWING MATTERS:  
(1) (a) C.R.S. § 24-6-402(4)(e)(I) TO DETERMINE POSITIONS RELATIVE TO MATTERS THAT MAY  
BE SUBJECT TO NEGOTIATIONS, DEVELOPING A STRATEGY FOR NEGOTIATIONS, AND***

*INSTRUCTING NEGOTIATORS, AND (b) C.R.S. § 24-6-402(4)(b) TO SEEK THE ADVICE OF THE COUNCIL'S ATTORNEY REGARDING THE SAME. (2) C.R.S. § 24-6-402(4)(b) TO SEEK THE*

*ADVICE OF THE COUNCIL'S ATTORNEY REGARDING THE PRIOR EXECUTIVE DIRECTOR'S CLAIM FOR UNEMPLOYMENT WAGES. The motion was **seconded** and **passed** unanimously.*

*Council entered Executive Session at 6:03 p.m. The session lasted approximately forty-four minutes.*

*Chair Donnelly reopened the regular meeting at 6:47 p.m.*

**ACTION ITEMS:**

**Executive Session Action**

Donnelly stated the Council would be taking action on two items and asked MPO Attorney, Jed Scott, to read the language for the first motion. Scott stated regarding the former Executive Director's claim for unemployment benefits, the Council adopt the recommendation by the MPO's HR Consultant, Ginger Robitaille, to include a reference that all future questions regarding the claim connected with the termination be directed to attorneys Jed Scott and Marni Kloster.

*BROOKSHIRE **MOVED** TO ADOPT THE RECOMMENDATION BY THE MPO'S HR CONSULTANT, GINGER ROBITAILLE, TO INCLUDE A REFERENCE THAT ALL FUTURE QUESTIONS REGARDING THE CLAIM CONNECTED WITH THE TERMINATION BE DIRECTED TO ATTORNEYS JED SCOTT AND MARNI KLOSTER. The motion was **seconded** and **passed** unanimously.*

Scott declared a second motion be made that a negotiation team be appointed with Dave Clark and Kristie Melendez to serve as the negotiators with Suzette Mallette, Interim Executive Director, to negotiate a base of employment, if possible, and work with the Council attorney in preparing a contract which would be presented to the Council for review and approval.

*COZAD **MOVED** THAT A NEGOTIATION TEAM BE APPOINTED WITH DAVE CLARK AND KRISTIE MELENDEZ TO SERVE AS THE NEGOTIATORS WITH SUZETTE MALLETTE, INTERIM EXECUTIVE DIRECTOR, TO NEGOTIATE A BASE OF EMPLOYMENT, IF POSSIBLE, AND WORK WITH THE COUNCIL ATTORNEY IN PREPARING A CONTRACT WHICH WOULD BE PRESENTED TO THE COUNCIL FOR REVIEW AND APPROVAL. The motion was **seconded** and **passed** unanimously.*

**MEETING WRAP-UP:**

There were no suggestions.

The meeting was adjourned at 6:49 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

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

April 2018

### The Air Quality Control Commission:

- The Air Quality Control Commission did not meet in March. The next regular Commission meeting is April 19. In addition, the Commission is scheduling a public hearing in the Colorado Springs area to hear public comment on the proposed renewal of the Title V operating permit for the Martin Drake power plant.

### The Air Pollution Control Division:

- The Air Pollution Control Division will hold a public meeting of the Statewide Hydrocarbon Emission Reduction (SHER) stakeholder group on April 17th in Rifle. The Division will gather public comment on the SHER team and hear potential strategies to reduce hydrocarbon emissions from the oil and gas sector. The SHER team began meeting in January 2018 at the direction of the Air Quality Control Commission to evaluate options to reduce emissions of methane, volatile organic compounds and other hydrocarbons. It will give the Commission an interim report in early 2019 and final recommendations by January 2020.
- The Division has nearly completed a technical demonstration that two high ozone days in September 2017 were influenced by wildfire smoke and may be excluded when determining whether Colorado had a "clean data year." If 2017 qualifies as a clean data year, Colorado may request to extend the deadline to attain the ozone standard by one year. CDPHE will solicit and consider public comment on the technical demonstration before taking further action or submitting it to EPA.
- The Division continues to encourage companies, local governments and members of the public to take action to reduce their air emissions and keep ozone down. Your efforts helped Colorado to get a clean data year in 2017 (see above) and we need your help again in 2018. Some suggested actions to reduce ozone are listed below. More ideas are at [Simple Steps, Better Air](#). These actions help every day and especially on high ozone days. Check the [Division website](#) for ozone alerts.

- Drive less or encourage your employees to drive less by combining trips, carpooling, telecommuting, taking public transit or biking.
- Tune up your car, replace the air filter, and check the tires. Well maintained cars save gas and money, plus they emit less. This works for personal cars and for fleets.
- Lawn mowers and garden equipment emit more than you think. Hot, sunny days can have high ozone. Cool off in the shade and wait until it's cloudy to cut the grass. Even better, replace your old gasoline mower with a clean, quiet electric mower. Sign up [here](#) to get a discount.
- Companies and local governments can contact [christine.hoefler@state.co.us](mailto:christine.hoefler@state.co.us) or [alexandria.niebergall@state.co.us](mailto:alexandria.niebergall@state.co.us) to discuss options and ideas. We can share steps that some companies have taken to limit emissions while still finishing their projects on time. We can also provide information about grant opportunities.





## **Regional Air Quality Council (RAQC)- March Meeting**

### **New Member**

John Putnam introduced Julie Cozad, Weld County Commissioner, who has been appointed to Council as the representative from the North Front Range MPO. Commissioner Cozad said she has 20 years of experience in land use planning, has been part of the NFRMPO since 2006, has been a past chair of the NFRMPO, has been the Mayor of Millikan and has been a Weld County Commissioner since 2015. Council introduced themselves.

### **Report from the Search Committee and Discussion Regarding the Process and Timing for Filling the Executive Director Position upon Ken Lloyd's Retirement This Summer**

Search Committee Chair, John Putman, indicated the Search Committee has met telephonically to discuss the process for hiring a new executive director upon Ken Lloyd's retirement. Ken Lloyd said his original intent was to retire during the summer, but he is willing to stay through year-end. Ken said the Council needs to look at visioning for the organization to provide information to the new Governor in November, which is something the RAQC has done for every Governor transition. Council discussed the timing of hiring a new executive director and visioning process and decided to let the Search Committee brainstorm the process and then provide an updated plan to Council at the April meeting.

### **Discussion of Legislation of Interest**

Council discussed updates on Senate Bill 003 (monitoring) and Senate Bill 047 (opposing) and did not change their current position on the bills. Additional bills brought up for discussion:

- Senate Bill 181, which extends all model years' emissions testing to a four-year cycle was assigned to Senate Transportation. It was noted that these changes affect the SIP credits and the MOVES model cannot model a four-year cycle.
- HB18-1107, concerning a requirement that builders of new residences offer buyers the option to accommodate electric vehicle charging systems.

**A motion to direct the RAQC's legislative liaison to educate legislators with the factual information on the SIP impacts of SB181 was passed 15, 0, 0.**

### **Next Meeting**

- April 6

## Finance Committee Report

- Finance Committee met on March 22, 2018
- Staff presented a budget neutral amendment to reduce payroll costs by \$22,000 and increase consultant costs by the same amount to account for the HR consultant.
- The Finance Committee approved the amendment.
- Audit field work was completed on March 19, 2018
- The auditors will review the completed audit with the Finance Committee in April.
- Staff reviewed the various funding sources with the Finance Committee which include
  - Consolidated Funding Grant (CPG)
  - Surface Transportation Block Grant Program (STBCP formerly STP-Metro)
  - Colorado Department of Health (Air Quality)
  - Federal Section 5310 (Mobility Management-Weld County)
  - Federal Section 5310 funds exchanged with Fort Collins (Mobility Management-Ft Collins TMA)
  - Local Match provided by member entities

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

March 22, 2018  
7:30 a.m.  
Egg & I  
1205 Main Street  
Windsor, CO

Members Present

Kristie Melendez  
Dave Clark

Staff Present

Suzette Mallette  
Crystal Hedberg

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

Approval of Minutes:

Clark moved to approve the February 15, 2018 meeting minutes. The motion passed unanimously.

Budget Amendment

NFRMPO engaged Turning the Corner as an HR consultant. The current budget does not allow for consulting costs under the UPWP task 5.3 Human Resources/IT. Staff presented a budget amendment to reduce payroll cost by \$22,000 and increase consulting costs by \$22,000. This is a budget neutral amendment as it is a funding allocation shift within the UPWP. The committee approved the amendment.

Audit Update

Hedberg reported the auditors completed field work on 03/19/18. They anticipate there will be no audit adjustments to the financial accounts. The auditors will meet with the Finance Committee in April to review the audit including any findings from the Single Audit. Probable items to be covered include the budget, review of accounts payable reconciliation and approval of timesheets.

Review of Revenue Sources of the MPO

Staff reviewed the following funding sources with the committee.

- Consolidated Funding grant (CPG)
- Surface Transportation Block Grant Program (STBGP formerly STP-Metro)
- Colorado Department of Health (Air Quality)
- Federal Section 5310 (Mobility Management-Weld County)
- Federal Section 5310 funds exchanged with Fort Collins (Mobility Management -Fort Collins TMA)
- Local Match provided by the member entities

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

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
March 21, 2018**

**APPROVAL OF THE FEBRUARY 21, 2018 TAC MINUTES**

The February 21, 2018 TAC meeting minutes were approved unanimously.

**CONSENT AGENDA**

**CDOT Draft 2018 Ballot Project List** – The CDOT Draft 2018 Ballot Project List was approved unanimously.

**ACTION ITEMS**

**March TIP Amendment** – Kealy highlighted the two Amendment requests submitted for the March 2018 TIP Amendment Cycle by CDOT Region 4 and the City of Fort Collins. The Public Comment period for the March Amendment is open from March 14 to April 12 and no comments have been received to date. The March TIP Amendment was approved unanimously.

**PRESENTATION**

**Pavement and Bridge Condition Measures (PM2) and Performance of NHS, Freight, and CMAQ Measures (PM3) Presentation** – Pakbaz provided an overview of the Federal requirements for infrastructure condition and system performance measures for the Interstate and Non-Interstate National Highway System (NHS). Pakbaz highlighted CDOT staff recommendations for two-year and four-year target setting and stated the Transportation Commission will likely adopt the recommended targets in April. MPOs will have until November 15, 2018 to support the statewide targets or develop their own.

**DISCUSSION**

**FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects** – Kealy outlined a proposed allocation for unprogrammed FY2018 STP Metro and CMAQ funds from the most recent reconciliation. TAC members discussed whether the inaction on Buy America waivers for CNG vehicles could affect how the CMAQ funds may be allocated. TAC members will work with Kealy before the April TAC meeting to gather more information on the projects in question. This item will return to TAC in April for Action.

**Draft FY2019-2022 Transportation Improvement Program (TIP)** – Kealy explained the NFRMPO is converting to an annual TIP adoption cycle to better align with CDOT's Statewide Transportation Improvement Program (STIP). The Draft FY2019-2022 TIP carries forward policies, projects, and funding in the FY2018-2021 TIP. The Draft FY2019-2022 TIP is scheduled to return to TAC for Action on April 18 and Planning Council for Action on May 3. The public comment period will be open from April 6 to May 5, and Planning Council Action is contingent on no public comment submitted following the Council's vote.

**FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks** – Karasko stated NFRMPO staff has updated the Tasks and Products for FY2019 in the FY2018 and FY2019 UPWP. The Finance Committee will review the FY2019 Budget on April 19 and it is anticipated they will recommend Planning Council approval at the May 3 meeting.

# NEED A RIDE?

[noco.findmyride.info](http://noco.findmyride.info)

Find Northern Colorado Transit Services Info @ [noco.findmyride.info](http://noco.findmyride.info)



# Mobility Coordination

In the North Front Range MPO



## Larimer County Senior Transportation Needs Report Update

In July 2017, Larimer County approved the *Larimer County Senior Transportation Needs Assessment (Needs Assessment)*, which addressed senior mobility in the unincorporated portions of the County. The *Needs Assessment* was made up of multiple components: public outreach through a statistically-valid survey mailed to older adults residing in unincorporated Larimer County and four focus groups held throughout the County; an inventory of existing services, including transit, paratransit, taxis, and volunteer transportation; and recommended strategies to help address senior transportation gaps in unincorporated Larimer County.

After the approval of the *Needs Assessment*, a Work Group formed to begin crafting a senior transportation program based on the recommended strategies. The Work Group consisted of staff from Larimer County, Rural Alternatives for Transportation (RAFT), the NFRMPO, and the Partnership for Age-Friendly Communities (PAFC) in Larimer County. Through interviews with staff from non-profits, governmental agencies, and consultants around the country, the Work Group realized they needed assistance to implement the program.

To create a viable program, the Work Group is applying for grant funding to create an *Implementation Plan*. If funded, the *Implementation Plan* will create a business and financial plan synthesizing the recommendations of the *Needs Assessment*, the advice and lessons learned from the Work Group interviews, and potential demonstration projects to prove project readiness.

## 2045 RTE Survey Released

NFRMPO staff is beginning to work on the *2045 Regional Transit Element (2045 RTE)*. As the long range transit component of the *2045 Regional Transportation Plan (2045 RTP)*, the plan outlines goals and identifies strategies to continue enhancing our region's transit network in the next two decades. The RTE is updated every four years in conjunction with our Regional Transportation Plan.

Data for the *2045 RTE* is collected both subjectively and objectively. Objective data, like current routes, fare and financial information, and demographics is collected and used to show a data-driven existing condition. The subjective data is collected through the NFRMPO's public outreach process. Together, the NFRMPO can synthesize how people interact with the transit network with what the data shows.

Public outreach for the *2045 RTE* is being collected in a variety of ways. Through 5 p.m. on April 30, residents of Larimer and Weld counties are asked to fill out a survey in English: [bit.ly/2tRAF3y](http://bit.ly/2tRAF3y) or Spanish: [bit.ly/2luZg1s](http://bit.ly/2luZg1s). Responses received from this survey will help NFRMPO and the *2045 RTE* Steering Committee prioritize corridors and investments.

## Rider's Guide Updates

More than 160 users have logged onto the online service to find potential service matches since January 1, 2018, with 95 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or (970) 416-2023.

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



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



## Mobility Management Funding

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

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

include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education.

Funding has been secured for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

### Larimer County Mobility Committee

- Arc of Larimer County
- Berthoud Area Transportation System
- Berthoud Rural Alternative for Transportation (RAFT)
- City of Loveland Transit (COLT)
- Colorado Division of Vocational Rehabilitations
- Elderhaus
- Foothills Gateway
- Heart&SOUL Paratransit
- Larimer County Department of Health and Environment
- Larimer County Office on Aging
- Larimer County Workforce Center
- SAINT
- Transfort

### Weld County Mobility Committee

- Arc of Weld County
- Colorado Division of Vocational Rehabilitation
- Connections for Independent Living
- Envision Colorado
- Greeley Center for Independence
- Greeley Evans Transit (GET)
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County

**NEW & EXPANDED**  
**Rider's Guide**  
 Currently Available

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
April 5, 2018 Greeley	CDOT Planning Memorandum of Agreement (MOA) **CONSENT**	Becky Karasko
<b>Objective/Request Action</b>		
To approve the CDOT Planning MOA to allow Interim Executive Director to sign the Planning MOA with CDOT.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• An MOA is required between the NFRMPO and CDOT. The federal government requires these MOAs to be updated periodically. The current MOA was approved and signed in April 2013.</li> <li>• In 2016, CDOT and FHWA requested the five Colorado MPOs update their MOAs with CDOT to include the new federal Performance Measures, as required in MAP-21 and carried forward with the FAST Act, as well as the MPOs' respective transit agencies.</li> <li>• This new MOA will replace the 2013 MOA between the NFRMPO and CDOT.</li> <li>• This new MOA contains an MOA Implementation Guidance Section, which is specific to each MPO and contains important timelines and documents to be prepared by the NFRMPO.</li> <li>• In mid-2017 the MOA was sent to COLT, Greeley-Evans Transit, and Transfort for their review and approval. The draft MOA was approved by Fort Collins, Greeley, and Loveland, the last being approved in late January 2018. The signatures and resolutions are included in the Draft 2018 MOA.</li> <li>• CDOT is requesting that all Colorado MPOs approve their new MOAs by May 2018.</li> </ul>		
<b>Committee Discussion</b>		
This is the second time Planning Council will review this document.		
<b>Supporting Information</b>		
No comments were received from the NFRMPO Council, following approval the Interim Executive Director will sign the MOA and it will be forwarded to CDOT for their signature.		
<b>Advantages</b>		
The Planning MOA is a federal requirement and it is beneficial to approve and sign the updated version prior to the NFRMPO certification scheduled for this spring. This document also outlines the responsibilities of all of the agencies identified in the agreement (CDOT, NFRMPO, COLT, GET, and Transfort) and ensures the timely creation and approval of key NFRMPO documents including the Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), and Unified Planning Work Program (UPWP).		
<b>Disadvantages</b>		
None noted.		
<b>Analysis/Recommendation</b>		
This is a required document that outlines responsibilities and formalizes the verbal agreements and processes used for the planning process for the North Front Range MPO. Staff recommends NFRMPO Council approve the MOA and authorize the Interim Executive Director to sign the agreement with CDOT.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• 2018 CDOT-NFRMPO-GET-Transfort-COLT MOA</li> <li>• Resolution 2018-04</li> </ul>		

Rev. 9/17/2014

**MEMORANDUM OF AGREEMENT  
FOR  
TRANSPORTATION PLANNING AND  
PROGRAMMING**

**BY AND BETWEEN**

**The North Front Range Metropolitan Planning Organization (NFRMPO), City of Fort Collins ,  
City of Loveland , City of Greeley and the Colorado Department of Transportation**



# Contents

WITNESS THAT .....	2
A. PARTIES.....	3
B. APPLICABILITY.....	4
C. PURPOSE.....	4
D. PARTICIPANT RESPONSIBILITIES.....	4
E. GENERAL RESPONSIBILITIES AND PRODUCTS OF THE PLANNING PROCESS .....	4
1. Unified Planning Work Program (UPWP) .....	5
2. Regional Transportation Plan (RTP).....	6
3. Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).....	7
4. Annual Listing of Obligated Projects.....	8
5. Air Quality Conformity Determinations.....	8
6. Title VI, Public Involvement, and Limited English Proficiency (LEP) Plans.....	9
7. Americans with Disabilities Act (ADA) .....	9
F. PERFORMANCE REGULATIONS .....	9
G. AMENDMENT, TERMINATION, AND SUPERSESSION OF AGREEMENT .....	10
H. DISPUTE RESOLUTION .....	10

12/22/16

# MEMORANDUM OF AGREEMENT FOR TRANSPORTATION PLANNING AND PROGRAMMING

## BY AND BETWEEN

**The North Front Range Metropolitan Planning Organization (NFRMPO), City of Fort Collins , City of Loveland , City of Greeley and the Colorado Department of Transportation**

This Memorandum of Agreement (MOA or Agreement) is made this \_\_\_\_\_ DATE \_\_\_\_\_ by and between the North Front Range Transportation & Air Quality Planning Council (MPO), the Colorado Department of Transportation (CDOT), the City of Fort Collins (which operates its transit service known as "Transfort"), City of Loveland (which operates City of Loveland Transit Service known as "COLT"), and City of Greeley (which operates Greeley Evans Transit known as "GET"), and shall serve as the Metropolitan Planning Agreement (MPA) in accordance with 23 CFR 450.

The City of Fort Collins, City of Loveland, and the City of Greeley may be referred to collectively as the "Cities". The Cities, the MPO and the CDOT may be referred to collectively as the "Parties" or individually as a "Party".

### WITNESS THAT

WHEREAS, pursuant to federal statutes, and as a requirement for obtaining federal transportation funds, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established regulations requiring each metropolitan area to utilize a continuing, cooperative, and comprehensive performance based multimodal transportation planning process to engage the citizens and support metropolitan community development; and

WHEREAS, federal statute and regulations require that the state and metropolitan planning organizations (MPO) have fully coordinated transportation planning processes with a minimum twenty-year planning horizon; and

WHEREAS, state statutes establish a coordinated statewide and regional transportation planning process that requires a minimum twenty-year transportation plan for each transportation planning region that includes the metropolitan area of an MPO; and

WHEREAS, the NFRMPO is the designated MPO and TMA pursuant to 23 USC 134 and 135 and 49 USC 5303 et seq. and continues to carry out its responsibilities in accordance with 23 CFR 450, 420 and 490, and 43-1 Part 11, C.R.S.; and

WHEREAS, the NFRMPO is responsible for regional transportation and air quality planning on behalf of its member governments within a geographic area boundary that includes 13 cities and towns and portions of Larimer and Weld counties; and

WHEREAS, the Counties and Municipal Corporations in the North Front Range Metropolitan Planning Organization (NFRMPO) Area exercise the powers set forth in Article XIV, Section 18(2) of the Colorado Constitution and Part 2 of Article 1 of Title 29, C.R.S., as amended, the NFRMPO shall promote regional transportation and transportation related air quality planning, cooperation and coordination among federal, state and local governments and between levels of government within the MPO.

WHEREAS, pursuant to Title 43-1-106, C.R.S., as amended, the powers and duties of the Colorado Transportation Commission include formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state, advising and making recommendations to the Governor and the General Assembly relative to transportation policy, promulgating and adopting the CDOT's budgets and programs, including construction priorities, and nothing contained in this MOA shall be construed to abrogate or delete the exercise of the statutory powers and duties of the Colorado Transportation Commission as the appropriate state agency under state and federal law to review and take action on all matters within the scope of its statutory responsibilities; and

WHEREAS, the Colorado Transportation Commission has authorized the CDOT to implement Colorado Transportation Commission policy and direction and enter into all contracts and agreements with other units of government and to take such other actions as may be necessary to comply with federal laws and regulations; and

WHEREAS, the pertinent federal regulations require an agreement between each MPO, public transit providers, and CDOT that specifies the responsibilities for cooperatively carrying out transportation planning and programming, including activities related to transportation system performance; and

WHEREAS, it is the desire and intent of the parties to fulfill the pertinent federal requirements for the NFRMPO pursuant to this MOA, while recognizing and preserving the policies and statutory responsibilities of the CDOT under its enabling legislation; and

NOW, THEREFORE, BE IT RESOLVED THAT the Parties hereto do mutually agree as follows:

#### A. PARTIES

The Parties to this Agreement are the NFRMPO or MPO, governed by the North Front Range Transportation & Air Quality Planning Council (NFRMPO) the Cities, each of which operate public transit services, and the Colorado DOT, governed by the Colorado Transportation Commission.

## **B. APPLICABILITY**

**This MOA applies to the continuing, cooperative, and comprehensive performance based multimodal metropolitan transportation planning and programming process required for the NFRMPO by 23 USC Section 134 and 135 and 49 USC 5303, et seq. and 43-1 Part 11, C.R.S., as implemented by the applicable regulations in order for the region to qualify for federal transportation funds and meet state regional transportation planning requirements.**

## **C. PURPOSE**

**This MOA is established to define the specific roles and responsibilities of the NFRMPO, the Cities' public transit services (Transfort, COLT, and GET), and the CDOT for metropolitan transportation planning and programming within the boundaries of the metropolitan planning area, to implement applicable statutes and regulations, and to ensure that a cooperative transportation planning and programming process is established between the NFRMPO, the Cities' public transit services (Transfort, COLT, and GET), and the CDOT in the North Front Range metropolitan planning area.**

## **D. PARTICIPANT RESPONSIBILITIES**

**The NFRMPO, in cooperation with the CDOT and the Cities as operators of publicly owned transit services, is responsible for the metropolitan transportation planning and programming process within the boundaries of the NFRMPO. This responsibility includes preparing and adopting, in a manner consistent with this MOA, all required Regional Transportation Plans (RTPs), Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs) and documents of the metropolitan transportation planning and programming process.**

**The NFRMPO, the Cities, on behalf of their respective public transit services Transfort, COLT, and GET, and the CDOT hereby agree to carry out and actively participate in the continuing, cooperative, and comprehensive performance based multimodal metropolitan transportation planning and programming process in accordance with applicable federal and state law and regulations. The Parties to this MOA also agree to cooperate to establish effective mechanisms to meet the needs of the metropolitan transportation planning and programming process and to fulfill commitments established pursuant to this MOA. While it is recognized that the Parties are ultimately bound by the actions of their respective governing bodies, they commit to present within their organizations the recommendations resulting from the metropolitan transportation planning and programming process.**

**The Parties agree that metropolitan transportation planning and programming processes leading to the development and adoption of RTPs and TIPs, may change to respond to changes in the law, restructuring within their respective organizations, or to reflect prior experience.**

## **E. GENERAL RESPONSIBILITIES AND PRODUCTS OF THE PLANNING PROCESS**

**The Colorado Transportation Commission and the CDOT have a continuing duty of performance based multimodal planning for the statewide transportation system, promulgating rules and regulations for the statewide transportation planning process, identifying potential transportation issues of statewide interest, reconciling conflicts between regional transportation plans and transportation improvement programs, and consolidating regional plans and programs into a comprehensive statewide plan and**

statewide transportation improvement program (STIP). In carrying out its duties, the CDOT will coordinate and partner with the NFRMPO on activities within the North Front Range planning region.

The NFRMPO is the agency responsible for performance based multimodal metropolitan transportation planning and programming for the North Front Range planning region pursuant to state and federal law and regulation. The NFRMPO will carry out its responsibilities with a process deemed appropriate by the NFRT&AQPC and consistent with applicable laws and regulations. In carrying out its duties, the NFRMPO will coordinate and partner with the Cities as operators of their public transit services Transfort, COLT, GET, and CDOT on transportation planning and programming activities.

The MPO and the CDOT will coordinate on performance data, measures, targets, and reporting mechanisms within the North Front Range planning region that are necessary to meet the requirements of federal statute and regulations as outlined in Section F of this MOA below.

The NFRMPO and the CDOT will coordinate, as appropriate, public involvement for regional and statewide transportation plans and TIPs. The CDOT will coordinate its project prioritization and programming process with the NFRMPO RTP and TIP development process to ensure that the CDOT projects identified for the TIP are consistent with the adopted NFRMPO RTP and have met Air Quality conformity if necessary.

1. Unified Planning Work Program (UPWP)

The NFRMPO, in cooperation with the CDOT and Cities as operators of publicly owned transit services, shall develop UPWPs that meet the requirements of 23 CFR Part 420, subpart A. The UPWP documents the transportation planning activities to be performed within the metropolitan planning areas. The UPWP includes various tasks with descriptions, cost estimates, sources of funding, schedules, deliverables, identification of the lead agency, and the federal, State, and matching funds sources. The UPWP is the basis for the Consolidated Planning Grant (CPG) that provides the FHWA and FTA funds for planning activities and is implemented through a contract between the CDOT and the MPO. The UPWP may also include the planning related work that will be accomplished using other funds outside of CPG funds.

Once the UPWP is approved by the policy body of the MPO it is submitted to the CDOT for review, along with an assurance of Title VI compliance and a certification regarding federal lobbying. The UPWP is approved by the FHWA and FTA upon CDOT's recommendation. Amendments are subject to review and approval and will include reasons for changes, scope revisions, and funding revisions. The CDOT will review and comment on draft UPWPs and amendments to determine eligibility of proposed expenditures. The CDOT will also review and comment on progress, status of expenditures, and reports as appropriate.

See the MOA Implementation Guidance document for a more detailed UPWP timeline.

2. **Regional Transportation Plan (RTP)**

The NFRMPO will develop and approve the fiscally constrained RTP at least every four years and will establish a schedule and framework for its development in cooperation with the CDOT and the Cities as public transit operators. The NFRMPO will develop the RTP in consultation with federal, state, and local officials responsible for planning affected by transportation. For the purpose of developing the RTP, the NFRMPO, the CDOT, and the Cities as public transit providers shall cooperatively develop funding estimates that are reasonably expected to be available to support RTP implementation. The Parties to this MOA shall also cooperatively make recommendations on assumptions used in long-range revenue projections and in the allocation of those revenues in program distribution to the Colorado Transportation Commission. For the RTP, the NFRMPO will use the jointly developed Colorado Transportation Commission approved revenue projections and program distribution for federal and state transportation funds administered by CDOT. The NFRMPO in conjunction with local communities and transit providers will project local funds available for transportation to ensure adequate match. The CDOT will review and provide written comments, addressing at least fiscal constraint and air quality conformity on the draft RTP in time for the comments to be evaluated and acted upon prior to the draft RTPs being released to the public for comment.

The Parties to this MOA will collaborate so that all federal or state funded transportation projects and/or programs in the North Front Range Transportation Planning Region are included in NFRMPO's RTP. Some agency programs will be addressed in the RTP as a pool or pools. The Parties agree that all Parties requires flexibility to respond to program needs (such as maintenance, operations, and asset management) as they arise and so that CDOT, in cooperation with its planning partners, can balance system performance levels on a statewide basis. Inclusion of these program funds in the RTP will be considered planning estimates, not a guarantee or specific commitment of dollars to be spent in the North Front Range region or by the Cities.

The NFRMPO will develop the process and timeline for project prioritization and selection for each RTP. The CDOT will participate in the development, review and approval of the project prioritization and selection process. The NFRMPO Planning Council will approve projects to be included in its RTP and follow the air quality conformity determination procedures outlined in Section 5 Air Quality Conformity Determinations.

When amending a RTP, the NFRMPO will ensure fiscal constraint and air quality conformity are maintained. The CDOT also will review and comment on RTP amendments for fiscal constraint and any potential conformity or transportation issues. The NFRMPO will also complete the federally required Environmental Justice and Environmental Mitigation review.

The Parties will report events that may significantly impact RTPs as soon as they become known. These events or conditions include additional funding, problems, delays, or adverse conditions that will materially affect the revenue, schedule, or scope of a project. This

disclosure will be accompanied by a statement of the action contemplated to resolve the situation.

3. **Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP)**

The NFRMPO will develop and approve its TIP in cooperation with the Cities as public transit service providers through Transfort, COLT, and GET, and the CDOT. The NFRMPO will develop the TIP financial plan in cooperation with the CDOT, the Cities as public transit providers and local communities and consistent with Colorado Transportation Commission approved revenue projections and program distribution of federal and state funds.

The NFRMPO, in cooperation with the CDOT, the Cities as public transit providers and local communities, shall establish the TIP development schedule. The CDOT and the NFRMPO will work cooperatively to synchronize the TIP, the STIP, and the RTP as much as possible.

The CDOT will ensure all federally or state funded state transportation projects are included in the NFRMPO TIP. Some CDOT programs will be identified in the TIP as a pool or pools. Inclusion of these program funds in the TIP will be considered planning estimates, not a guarantee or specific commitment of dollars to be spent in the NFRMPO region or by the Cities. The CDOT shall provide projects with project improvements and limits that make up the pool and update them when they change with the understanding that they may change as an Administrative Modification.

The NFRMPO will ensure its TIP is fiscally constrained, meets air quality requirements, and projects in it are consistent with the RTP and with the required Environmental Justice analysis. The CDOT will review and provide written comments, addressing fiscal constraint and air quality conformity on the draft TIP in time for the comments to be evaluated and acted upon prior to public release of the draft TIP for comment.

Federal regulations require the Governor to approve all TIPs. When the TIP is ready for approval of the Governor, the NFRMPO submits its TIP to the CDOT for review of fiscal constraint and adherence to planning regulations. Once fiscal constraint and adherence to planning regulations are verified, the CDOT will prepare a packet for the Governor's review and signature to approve the TIP and transmit such approval to FHWA and FTA. The submittal of the TIP to the CDOT should include a resolution of the MPO Council adopting the TIP, an Air Quality Control Commission (AQCC) conformity determination concurrence if required, and a signed statement self-certifying that the planning process was conducted in accordance with all applicable requirements. Once TIPs are approved by the MPO and the Governor, they are incorporated into the draft STIP without change, either directly or by reference.

The CDOT relies on the NFRMPO TIP public involvement process to ensure the public has been provided timely and adequate notification of programming changes to TIP projects. FHWA and FTA have agreed that the MPO public involvement process for developing and amending the

TIP may be used as the public process for adopting said changes into the STIP. Once projects are included in an MPO approved TIP amendment, the CDOT will verify fiscal constraint. Any amendments requiring air quality conformity findings should include a confirmation from the AQCC and the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD).

Federal regulations require the Governor, or designee, approve TIP Amendments. TIP amendments should be forwarded to the CDOT Region and the CDOT Headquarters STIP Manager, where a packet is prepared for the Executive Director's signature as the Governor's designee. Once the signature is obtained, a copy of the approval and packet is forwarded to FHWA/FTA for their concurrence.

The CDOT, in cooperation with the NFRMPO, will ensure all contract scopes of work for all projects using federal funds carried out within the boundaries of the NFRMPO are consistent with the NFRMPO's TIP.

Please see the attached MOA Implementation Guidance document, which outlines the agreed upon process for TIP and STIP Amendments specific to NFRMPO.

**4. Annual Listing of Obligated Projects**

In cooperation with the CDOT and the Cities as public transit providers, the NFRMPO, no later than 90 calendar days following the end of the program year, shall develop an annual listing of obligated projects for which funds under 23 USC or 49 USC Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.332. The listing shall be consistent with information contained in the TIP. See the MOA Implementation Guidance document for a more detailed timeline.

**5. Air Quality Conformity Determinations**

The NFRMPO is subject to the conformity determination procedures as outlined in the Colorado AQCC's Regulation No. 10 (Criteria for Analysis of Conformity, as amended); federal regulations 40 CFR 93 that set forth policy, criteria, and procedures for demonstration and assuring conformity of transportation related activities; and the most recent MOAs regarding air quality conformity determination procedures between the NFRMPO and DRCOG, CDPHE, Regional Air Quality Council (RAQC) and U.S. Environmental Protection Agency (EPA).

The NFRMPO will run the regional travel demand model when preparing a new RTP and TIP, or amendment to the RTP and TIP that affects air quality conformity. Results will be provided to the CDPHE Air Pollution Control Division (APCD), or their designee, to run a regional air quality emissions model

The NFRMPO will coordinate with an interagency consultation group (ICG) composed of staff from the CDOT, FHWA, FTA, CDPHE, EPA, RAQC, and DRCOG to perform technical reviews of



air quality information. Once the ICG is satisfied with the technical results, the NFRMPO Planning Council will make the regional air quality conformity determinations.

Upon adoption or amendment of the RTP or TIP, the NFRMPO will transmit the conformity finding documents to AQCC for their concurrence. Once the AQCC has concurred with the conformity, NFRMPO will transmit the conformity finding and RTP or TIP documents to the FHWA and FTA. The FHWA and the FTA issue the U.S. Department of Transportation conformity determination on the NFRMPO RTP and TIP with concurrence from the EPA.

The Parties will report events that might have significant impact on conformity determinations as soon as they become known. These events or conditions include problems, delays, or adverse conditions that will materially affect the revenue, schedule or scope of a project and assumptions used in transportation demand and air emissions models. This disclosure will be accompanied by a statement of the action contemplated to resolve the situation.

6. Title VI, Public Involvement, and Limited English Proficiency (LEP) Plans

As a steward of federal funds, the CDOT is required to monitor MPOs in Colorado for compliance with Title VI of the Civil Rights Act of 1964. The NFRMPO is subject to the FHWA Title VI program requirements, including the development of Title VI Plans, Public Involvement Plans, and LEP Plans, as described in Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1972, 23 CFR Part 200, FTA Circular 4702.1B and LEP Executive Order 13166.

7. Americans with Disabilities Act (ADA)

The NFRMPO and the CDOT shall comply with the ADA requirements in both transit and highway planning programs, Section 504 and 28 CFR §35. The NFRMPO, the Cities, as operators of Transfort, COLT, and GET and the CDOT shall coordinate in regards to ADA Transition Plan monitoring and identify the access and mobility needs of ADA populations in the planning process. The NFRMPO and the CDOT shall analyze the impacts to ADA populations when considering multimodal access and mobility performance improvements in regional and statewide transportation plans, TIP, and STIP.

## F. PERFORMANCE REGULATIONS

The performance based planning process established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in Fixing America's Surface Transportation Act (FAST Act) (23 U.S.C 119) requires that the NFRMPO and the CDOT develop transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning. 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality. The CDOT, NFRMPO, and the Cities as operators of Transfort, COLT, and GET, shall jointly agree upon and develop specific targets related to transportation performance data. The NFRMPO and the CDOT transportation plans shall include

performance targets that address performance measures and standards and a System Performance Report. Plans requiring performance reporting include:

- Long-Range Metropolitan transportation plans (RTP);
- Metropolitan Transportation Improvement Program (TIP);
- Statewide Transportation Improvement Program (STIP); and
- State asset management plans under the National Highway Performance Program (NHPP).

The NFRMPO and the CDOT will report to USDOT progress toward attainment of performance targets and critical outcomes, as established in 23 USC and requirements specified in 23 CFR 450 and 23 CFR 490.

#### **G. AMENDMENT, TERMINATION, AND SUPERSESSION OF AGREEMENT**

This MOA will be reviewed at least every four years. It may be amended whenever deemed appropriate by written agreement of all Parties.

Any Party to this MOA may terminate it by a 60-day written notice to the other Parties. If this occurs, the Parties agree to consult further to determine whether the issues can be resolved and the agreement re-implemented in an amended form.

This agreement supersedes the MOA between the NFRMPO and the CDOT dated April 4, 2013, and the MOA between the NFRMPO and the CDOT titled Concurrence on Public Involvement for TIP and STIP Amendments dated September 2, 2008.

#### **H. DISPUTE RESOLUTION**

The Parties to this MOA, along with FHWA and FTA staff, will make every attempt to resolve differences at the lowest staff level possible and in a timely manner. Differences not resolved at the staff level will be addressed at the Executive Director level. Policy issues not settled at the Executive Director level will be taken to the NFRMPO Planning Council and the Colorado Transportation Commission for resolution.

**Signatures, Metropolitan Planning Agreement between NFRMPO, CDOT, and the City of Fort Collins**

City of Fort Collins signatory:

Name:  \_\_\_\_\_

Title: CITY MANAGER

Date: 11/11/17

NFRMPO signatory:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

CDOT signatory:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

City of Loveland signature:

City of Loveland, Colorado

By: Stephen C. Adams  
Stephen C. Adams, City Manager

ATTEST:

[Signature]  
Acting City Clerk

APPROVED AS TO FORM:

[Signature]  
Assistant City Attorney



# MOA Implementation Guidance

NFRMPO - DRAFT

## Participation in and organization of the planning process

The following groups are part of the North Front Range Metropolitan Planning Organization's planning process.

- Colorado Transportation Commission: <https://www.codot.gov/about/transportation-commission>
- Colorado Statewide Transportation Advisory Committee: <https://www.codot.gov/programs/planning/planning-partners/stac.html>
- NFRMPO Planning Council: <http://nfrmpo.org/planning-council/>; <http://nfrmpo.org/regional-profile/>
- NFRMPO Technical Advisory Committee: <http://nfrmpo.org/tac/>
- NFRMPO Mobility Committees: <http://nfrmpo.org/mobility/committees/>
- VanGo™: <http://nfrmpo.org/vango/>
- Transfort: <http://www.ridetansfort.com/abouttransfort/contact--overview>
- City of Loveland Transit (COLT): <http://www.ci.loveland.co.us/departments/public-works/transit-colt>
- Greeley Evans Transit (GET): <http://greeleygov.com/services/greeley-evans-transit>
- FHWA Colorado Division: <https://www.fhwa.dot.gov/codiv/>
- FTA Region 8: <https://www.transit.dot.gov/about/regional-offices/region-8/region-8>

## Unified Planning Work Program (UPWP) Timeline

The parties of the MOA are committed to working together to streamline the UPWP process. The streamlined UPWP timeline, as described below, allows CDOT to contract with the NFRMPO for federal metropolitan planning funds that support the work contained in the UPWP as soon as possible.

- January: CDOT provides the Program Distribution estimates if not already available
- Feb-April: UPWP Mid-Year Reviews with the NFRMPO, CDOT, FHWA and FTA
- Feb-March: CDOT, Transit Agencies provide the NFRMPO with work items for inclusion in the UPWP
- May: MPOs submit UPWP and contract Scope of Work (SOW) for FHWA and FTA Metropolitan Planning Funds. CDOT consolidates the FHWA and FTA Metropolitan Planning funds into one Consolidated Planning Grant (CPG).
  - If UPWPs are not yet approved by MPO Board, MPOs will submit UPWP once approved, but will still submit the SOW in May so CDOT can begin the CPG contracting process.
  - Program Distribution estimates for the federal metropolitan planning funds should be used for UPWP development.



- The actual FHWA and FTA metropolitan planning funds that CDOT has available to contract to each MPO for that year will vary slightly from Program Distribution estimates. In April or May, CDOT will notify the MPOs of the actual amounts. The SOW should use this amount and MPO should not submit SOW until CPG amount is provided.
- May/June: CDOT DTD creates projects for FHWA approval and attaches MPO SOW.
- June 15: CDOT OFMB and Business Office budgets projects with FHWA and FTA approvals.
- June 31: CDOT DTD initiates procurement process.
- July 31: CDOT Procurement sends out contracts for MPO signature.
- Sept. 1: MPOs return signed contracts to CDOT by this date.
- Sept. 30 (or before): FHWA and FTA send CDOT letter approving UPWPs for funding beginning on Oct 1 with copy to MPO.
- Oct. 1: Contracts executed
- By December 31<sup>st</sup>: MPOs submit UPWP Year-End Reports for the federal fiscal year ending Sept. 30<sup>th</sup>

## NFRMPO Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) Amendment Process

More information about the NFR TIP Amendment procedures can be found on the NFRMPO website: <http://nfrmpo.org/tip/>

More information about the CDOT STIP Amendment procedures can be found on the CDOT website: <https://www.codot.gov/business/budget/statewide-transportation-improvement-program-stip-reports-information>

## Annual Listing of Federally Obligated Projects

CDOT will provide each MPO with obligation data within 30 days (October 31) of the closed Federal Fiscal Year. The highway obligation numbers will be provided by CDOT's Office of Financial Management & Budget (within the Division of Administration and Finance); the transit obligation numbers will be provided by CDOT's Division of Transit and Rail. This is consistent with the requirements in 23 CFR 134.

The MPO will post the Annual Listing of Federally Obligated projects no later than December 31 following the end of the federal fiscal year.

The NFRMPO Annual Listing of Federally Obligated projects for FFY 2016 can be found here: <http://nfrmpo.org/wp-content/uploads/fy2016-annual-listing-of-federally-obligated-projects.pdf>

**RESOLUTION #R-121-2017**

**A RESOLUTION APPROVING A MEMORANDUM OF AGREEMENT FOR TRANSPORTATION PLANNING AND PROGRAMMING BY AND BETWEEN THE NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION (NFRMPO), CITY OF FORT COLLINS, CITY OF LOVELAND, CITY OF GREELEY, AND THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)**

**WHEREAS**, the City of Loveland ("City") is a member of the North Front Range Metropolitan Planning Organization ("NFRMPO"), which was created on January 27, 1988 to promote regional transportation and transportation-related air quality planning, cooperation, and coordination among federal state and local governments in the north Front Range area; and

**WHEREAS**, in order for the City to be eligible to receive federal transportation funding, the City must be a member of the NFRMPO. The City has benefitted from such membership through the ability to participate in regional planning efforts and to receive federal grants for a variety of transportation-related projects: and

**WHEREAS**, the NFRMPO, City of Loveland, City of Fort Collins, City of Greeley, and the Colorado Department of Transportation (collectively, the "parties") desire to enter into a Memorandum of Agreement for Transportation Planning and Programming ("MOA") to define the specific roles and responsibilities for transportation planning and programming within the boundaries of the North Front Range Transportation Management Area ("TMA"); and

**WHEREAS**, as governmental entities in Colorado, the parties are authorized, pursuant to C.R.S. § 29-1-203, to cooperate or contract with one another to provide any function, service, or facility lawfully authorized to each: and

**WHEREAS**, the Loveland City Council believes approval of the MOA, attached hereto as "Exhibit A," is in the best interests of the City, and wishes to approve the MOA.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOVELAND, COLORADO:**

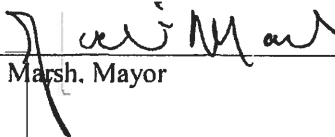
**Section 1.** That the "Memorandum of Agreement for Transportation Planning and Programming," attached hereto as Exhibit A and incorporated herein by reference ("MOA"), is hereby approved.

**Section 2.** That the City Manager is hereby authorized, following consultation with the City Attorney, to modify the MOA in form or substance as deemed necessary to effectuate the purposes of this Resolution or to protect the interests of the City.

**Section 3.** That the City Manager and the City Clerk are hereby authorized and directed to execute the MOA on behalf of the City.

**Section 4.** That this Resolution shall be effective as of the date of its adoption.

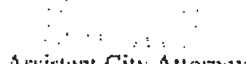
ADOPTED this 5<sup>th</sup> day of December, 2017.

  
\_\_\_\_\_  
Jacki Marsh, Mayor

ATTEST:

  
\_\_\_\_\_  
Acting City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Assistant City Attorney





**THE CITY OF GREELEY, COLORADO**

**RESOLUTION 66, 2017**

A RESOLUTION OF THE CITY OF GREELEY COUNCIL AUTHORIZING THE CITY TO ENTER INTO A MEMORANDUM OF AGREEMENT FOR TRANSPORTATION PLANNING AND PROGRAMMING BETWEEN NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION, TRANSFORT, GREELEY-EVANS TRANSIT, AND THE COLORADO DEPARTMENT OF TRANSPORTATION

WHEREAS, the North Front Range Metropolitan Planning Organization (NFRMPO), the Colorado Department of Transportation (CDOT), City of Fort Collins Transit (Transfort), City of Loveland Transit (COLT), and Greeley Evans Transit (GET) desire to enter into a Memorandum of Agreement (MOA) as a requirement to obtain federal transportation funds; and

WHEREAS, federal regulations require an agreement between each Metropolitan Planning Organization, public transit providers, and CDOT that specifies the responsibilities of each for cooperatively carrying out transportation planning and programming, including activities related to transportation system performance; and

WHEREAS, the parties intend to fulfill the pertinent federal requirements for the NFRMPO pursuant to this MOA, while recognizing and preserving the policies and statutory responsibilities of CDOT under its enabling legislation; and

WHEREAS, the Counties and Municipal Corporations in the NFRMPO Area exercise the powers set forth in Article XIV, Section 18(2) of the Colorado Constitution and Part 2 of Article 1 of Title 29, C.R.S., as amended, and the NFRMPO promotes regional transportation and transportation related air quality planning, cooperation and coordination among federal, state and local governments and between levels of government within the metropolitan planning organizations; and

WHEREAS, the NFRMPO is responsible for regional transportation and air quality planning on behalf of its member governments within a geographic area boundary that includes 13 cities and towns and portions of Larimer and Weld counties; and

WHEREAS, the MOA has been established to define the specific roles and responsibilities of the NFRMPO, Transfort, COLT, GET, and CDOT for metropolitan transportation planning and programming within the boundaries of the metropolitan planning area, to implement applicable statutes and regulations, and to ensure that a cooperative transportation planning and programming process is established between the NFRMPO, Transfort, COLT, GET, and CDOT in the North Front Range metropolitan planning area; and

WHEREAS, it is in the best interest of the citizens of the City of Greeley for Council to enter into this Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREELEY, COLORADO:

Section 1. The City Council hereby authorizes the City to enter into a “Memorandum of Agreement for Transportation Planning and Programming,” a copy of which is attached hereto and incorporated herein as Exhibit A.

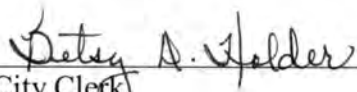
Section 2. City staff is hereby authorized to make changes and modifications to the Agreement, so long as the substance of the Agreement remains unchanged.


Section 3. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED, SIGNED AND APPROVED THIS 15<sup>TH</sup> DAY OF AUGUST, 2017.

ATTEST:

THE CITY OF GREELEY, COLORADO

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
Mayor



**RESOLUTION NO. 2018-04**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY**  
**PLANNING COUNCIL APPROVING MEMORANDUM OF AGREEMENT**  
**BETWEEN THE COLORADO DEPARTMENT OF TRANSPORTATION, THE**  
**NFRMPO, COLT, GET, AND TRANSFORT**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, the NFRMPO has been designated by the US Department of Transportation and the Colorado Department of Transportation (CDOT) to direct, coordinate, and administer programs mandated by the Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, the Federal Highway Administration will complete a certification of the NFRMPO planning process in spring 2018 and the updated Memorandum of Agreement (MOA) is required for the certification; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council, NFRMPO Staff, CDOT, and FHWA have worked to create a new MOA; and

**WHEREAS**, the cities of Fort Collins, Greeley, and Loveland have reviewed and approved of the new MOA on behalf of their transit agencies; and

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the attached Memorandum of Agreement between the Colorado Department of Transportation, COLT, GET, Transfort, and the NFRMPO and directs the Interim Executive Director to sign it on their behalf.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of April, 2018.

\_\_\_\_\_  
Tom Donnelly, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Interim Executive Director



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

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

*MPO Staff*  
Suzette Mallette  
Interim Executive Director  
Becky Karasko  
Regional Transportation Planning  
Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Director

## MEMORANDUM

To: NFRMPO Planning Council  
From: Becky Karasko  
Date: April 5, 2018  
Re: CDOT Draft 2018 Ballot Project List

### Background

At the January 26, 2018 Statewide Transportation Advisory Council (STAC) meeting, CDOT Staff presented a draft list of projects for the proposed 2018 ballot initiative for a new statewide revenue source the Colorado Metro Mayors Caucus is pursuing. Should they file to have this on the ballot this fall, CDOT and the Transportation Commission will have 45-days to provide a project list. The draft list was presented to the Transportation Commission at their January 17, 2018 meeting. The Transportation Commission approved the list as a draft project list only.

The draft list draws from CDOT's 10-Year Development Program and contains 89 projects from all five CDOT Regions, as well as four Statewide projects. The 89 CDOT Region projects on the list are CDOT staff's best guess at each Region's priorities. STAC members will be asked to approve the list at a later date. CDOT staff indicated the list would be finalized in August should the ballot initiative moved forward. At the STAC meeting, members requested time to take the list back to their respective Metropolitan Planning Organization (MPOs) and Transportation Planning Regions (TPRs) to ensure the projects in the list are each entity's top priorities.

The attached spreadsheet lists the five NFRMPO projects from the draft list of 2018 ballot projects. The red text indicates changes made by CDOT staff to the project from the original 10-Year Development Program list. The total for the five NFRMPO projects is at the bottom of the sheet as well as the Statewide total.

TAC recommended Planning Council approval of the five NFRMPO Projects on the Draft Ballot list at their March 21, 2018 meeting.

### Action

NFRMPO Staff is requesting Planning Council approve of the five NFRMPO projects included in the CDOT Draft 2018 Ballot Project List.



**NFRMPO-ONLY PROJECTS** from

**CDOT's Preliminary Project List for New Revenue Source-based on the 10-Year Development Program Plan**

1/22/2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment	NFRMPO Documents/Studies	
												2040 RTP	Others (PELs, etc.)
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH7 to SH14	Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on Segments 5 (SH66 to SH56) and 6 (SH56 to SH402)	Design to Budget. Subsequent phase (not reflected in updated costs) includes: SH7 to SH66 (Express Lane) ~\$127 M SH402 to SH14 (replace interchanges and infrastructure) ~\$300 M US34 and Centerra Interchanges ~\$180 M SH14 Interchange ~\$55 M SH14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	<b>\$100,000,000</b>	Tolling	\$200,000,000	<b>\$353,000,000</b>	Yes	North I-25 EIS
57	4	North Front Range	Larimer / Weld	US34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	<b>\$90,000,000</b>	\$0		\$0	<b>\$90,000,000</b>	Yes	US34 EA, North I-25 EIS, & US34 PEL
58	4	North Front Range	Weld	US34 / US85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	<b>Design to Budget. Project could be divided into phases-</b> <b>Phase 1: Replace aging infrastructure ~\$113M</b> <b>Phase 2: System to System connections ~\$50M</b>	<b>\$113,000,000</b>	\$0		\$0	<b>\$113,000,000</b>	Yes	US34 & US85 Interchange PEL
60	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	Design to Budget. Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4M TC Program Reserve	\$0	\$43,440,000	Yes	US85 PEL
77	4	North Front Range	Larimer	SH402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget.	<b>\$20,000,000</b>	\$0		\$0	<b>\$20,000,000</b>	Yes	North I-25 EIS & SH402 EA
<b>North Front Range Totals</b>							<b>\$977,840,000</b>	<b>\$158,400,000</b>		<b>\$200,000,000</b>	<b>\$619,440,000</b>		
<b>Statewide Totals</b>							<b>\$6,551,772,000</b>	<b>\$687,145,000</b>		<b>\$763,890,000</b>	<b>\$5,100,737,000</b>		

**Red text** indicates changes to projects made by CDOT Staff to projects originally listed in CDOT's 10-Year Development Program and included in the DRAFT 2018 Ballot List of Projects presented to the Transportation Commission on January 22, 2018 and to STAC on January 26, 2018.



**RESOLUTION NO. 2018-05  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING THE NFRMPO PROJECTS ON THE CDOT DRAFT 2018 BALLOT LIST**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, the NFRMPO has been designated by the US Department of Transportation and the Colorado Department of Transportation (CDOT) to direct, coordinate, and administer programs mandated by the Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) has created a draft projects list ahead of a potential 2018 statewide ballot initiative; and

**WHEREAS**, CDOT has requested the MPOs and Transportation Planning Regions concur with the projects on the list located within their regions;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby endorses CDOT’s Draft 2018 Ballot Projects List, which includes the following projects in the NFRMPO area:

- I-25 North: SH7 to SH14
- US34: Widening, Interchanges, and Operational Improvements
- US34/US85 Interchange Reconfiguration
- US85: Corridor Improvements
- SH402: Widening, Intersection, and Safety Improvements

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5<sup>th</sup> day of April, 2018.

\_\_\_\_\_  
Tom Donnelly, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Interim Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																									
April 5, 2018 Greeley	March 2018 TIP Amendment	Medora Kealy																									
<b>Objective/Request Action</b>																											
To approve the March 2018 Transportation Improvement Program (TIP) Amendment to the FY2018-FY2021 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																									
<b>Key Points</b>																											
NFRMPO staff received two Amendment requests for the March 2018 TIP Amendment cycle.																											
CDOT R4 is requesting a revision to one project:																											
<ul style="list-style-type: none"> <li>Revising the <i>North I-25: Design Build</i> project by adding \$14.5M federal/state RAMP/NHPP funds in FY18.</li> </ul>																											
<b>Table 1: North I-25: Design Build Project Funding in Thousands</b>																											
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Amendment Additions</th> <th>Amendment Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$15,600</td> <td>\$0</td> <td>\$15,600</td> </tr> <tr> <td>Federal/State</td> <td>\$28,727</td> <td>\$14,500</td> <td>\$43,227</td> </tr> <tr> <td>State</td> <td>\$144,000</td> <td>\$0</td> <td>\$144,000</td> </tr> <tr> <td>Local</td> <td>\$101,125</td> <td>\$0</td> <td>\$101,177</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$289,452</b></td> <td><b>\$14,760</b></td> <td><b>\$303,952</b></td> </tr> </tbody> </table>	Funding Source	Currently Programmed	Amendment Additions	Amendment Total	Federal	\$15,600	\$0	\$15,600	Federal/State	\$28,727	\$14,500	\$43,227	State	\$144,000	\$0	\$144,000	Local	\$101,125	\$0	\$101,177	<b>Total</b>	<b>\$289,452</b>	<b>\$14,760</b>	<b>\$303,952</b>			
Funding Source	Currently Programmed	Amendment Additions	Amendment Total																								
Federal	\$15,600	\$0	\$15,600																								
Federal/State	\$28,727	\$14,500	\$43,227																								
State	\$144,000	\$0	\$144,000																								
Local	\$101,125	\$0	\$101,177																								
<b>Total</b>	<b>\$289,452</b>	<b>\$14,760</b>	<b>\$303,952</b>																								
Federal	\$15,600	\$0	\$15,600																								
Federal/State	\$28,727	\$14,500	\$43,227																								
State	\$144,000	\$0	\$144,000																								
Local	\$101,125	\$0	\$101,177																								
<b>Total</b>	<b>\$289,452</b>	<b>\$14,760</b>	<b>\$303,952</b>																								
The City of Fort Collins is requesting to add one project:																											
<ul style="list-style-type: none"> <li>Adding the Replacement of <i>Non-Revenue Pool Vehicles</i> project with \$208k federal FTA \$5339 funding and \$52k local funding in FY18.</li> </ul>																											
<b>Table 2: Non-Revenue Pool Vehicles Project Funding in Thousands</b>																											
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Amendment Additions</th> <th>Amendment Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$0</td> <td>\$208</td> <td>\$208</td> </tr> <tr> <td>Local</td> <td>\$0</td> <td>\$52</td> <td>\$52</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$0</b></td> <td><b>\$260</b></td> <td><b>\$260</b></td> </tr> </tbody> </table>	Funding Source	Currently Programmed	Amendment Additions	Amendment Total	Federal	\$0	\$208	\$208	Local	\$0	\$52	\$52	<b>Total</b>	<b>\$0</b>	<b>\$260</b>	<b>\$260</b>											
Funding Source	Currently Programmed	Amendment Additions	Amendment Total																								
Federal	\$0	\$208	\$208																								
Local	\$0	\$52	\$52																								
<b>Total</b>	<b>\$0</b>	<b>\$260</b>	<b>\$260</b>																								
Federal	\$0	\$208	\$208																								
Local	\$0	\$52	\$52																								
<b>Total</b>	<b>\$0</b>	<b>\$260</b>	<b>\$260</b>																								
<b>Committee Discussion</b>																											
This is the first and only time Planning Council will see the March 2018 TIP Amendment.																											
<b>Supporting Information</b>																											
The 30-day Public Comment period for the March 2018 TIP Amendment begins on March 14, 2018 and concludes on April 12, 2018.																											
An environmental justice analysis is not required for the March 2018 TIP Amendment, since the scope of the revised project is not changing and the new project is not location-specific.																											
<u>Funding Types and Uses</u>																											
RAMP (Responsible Acceleration of Maintenance and Partnerships) is a CDOT program that finances multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins.																											
The National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.																											

<b>Supporting Information (Continued)</b>
FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
<b>Advantages</b>
Approval of the March 2018 TIP Amendment ensures available funds are assigned to projects in a timely manner and the FY2018-2021 TIP remains fiscally constrained.
<b>Disadvantages</b>
None noted.
<b>Analysis /Recommendation</b>
TAC recommended Planning Council approve the March 2018 TIP Amendment at their March 21, 2018 meeting. The approval is contingent on no public comment by April 12, 2018.
<b>Attachments</b>
<ul style="list-style-type: none"> <li>• March 2018 Policy Amendment Form</li> <li>• Resolution No. 2018-06</li> </ul>



**FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**North Front Range Transportation & Air Quality Planning Council**  
**Draft Policy Amendment #2018-A3**

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 3/14/2018

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16-17 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
<b>STRATEGIC</b>														
PREVIOUS ENTRY	2017-032	North I-25: Design Build	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	5,000	5,000	5,000	-	15,000	-	-
SSP4428.012		MP 253.7-270		Modify & Reconstruct	Federal	ITI	-	600	-	-	-	600	-	-
					Federal/State	ITS/RoadX	-	2,000	-	-	-	2,000	-	-
					Federal/State	RAMP/NHPP	3,167	250	-	-	-	250	-	-
					Federal/State	RAMP/NHPP	-	7,227	-	-	-	7,227	-	-
					Federal/State	Permanent Water Quality	-	2,000	2,000	3,347	-	7,347	-	-
					Federal/State	Surface Treatment/NHPP	-	-	-	6,903	-	6,903	-	-
					Federal/State	Strategic Projects - Transit	-	5,000	-	-	-	5,000	-	-
					State	FASTER Safety	-	4,000	-	-	-	4,000	-	-
					State	7PX/228	-	135,000	-	-	-	135,000	-	-
					State	7PX/228	-	5,000	-	-	-	5,000	-	-
					Local	Private	-	-	-	18,000	32,000	50,000	-	-
					Local	Local	4,875	14,000	16,500	20,500	-	51,000	-	-
					Local	Local	-	-	-	125	-	125	-	-
					Total		8,042	180,077	23,500	53,875	32,000	289,452	-	-
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
REVISED ENTRY	2017-032	North I-25: Design Build	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	5,000	5,000	5,000	-	15,000	-	-
SSP4428.012		MP 253.7-270		Modify & Reconstruct	Federal	ITI	-	600	-	-	-	600	-	-
					Federal/State	ITS/RoadX	-	2,000	-	-	-	2,000	-	-
					Federal/State	RAMP/NHPP	3,167	14,750	-	-	-	14,750	-	-
					Federal/State	RAMP/NHPP	-	7,227	-	-	-	7,227	-	-
					Federal/State	Permanent Water Quality	-	2,000	2,000	3,347	-	7,347	-	-
					Federal/State	Surface Treatment/NHPP	-	-	-	6,903	-	6,903	-	-
					Federal/State	Strategic Projects - Transit	-	5,000	-	-	-	5,000	-	-
					State	FASTER Safety	-	4,000	-	-	-	4,000	-	-
					State	7PX/228	-	135,000	-	-	-	135,000	-	-
					State	7PX/228	-	5,000	-	-	-	5,000	-	-
					Local	Private	-	-	-	18,000	32,000	50,000	-	-
					Local	Local	4,875	14,000	16,500	20,500	-	51,000	-	-
					Local	Local	-	-	-	125	-	125	-	-
					Total		8,042	194,577	23,500	53,875	32,000	303,952	-	-
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements														
Reason: Add \$14,500k FY18 RAMP/NHPP funds to complete I-25 Design Build funding package to meet final bid price.														
<b>FTA 5339 - Bus and Bus Facilities Program</b>														
NEW ENTRY	2018-22	Replacement of Non-Revenue Pool Vehicles	Fort Collins	Capital Purchase	Federal	FY 15/16 5339	-	208	-	-	-	208	-	-
					Local		-	52	-	-	-	52	-	-
					Total		-	260	-	-	-	260	-	-
Project Description: Replacement of end-of-life non-revenue pool vehicles														
Reason: Add new project with unprogrammed funds and reprogramming of unanticipated revenue.														



**RESOLUTION NO. 2018-06**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE MARCH 2018 AMENDMENT TO THE FY2018-2021 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP)**

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

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

**WHEREAS**, transportation projects programmed in the FY2018-2021 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2018-2021 TIP were positive, and all of the projects come from the conforming amended 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity findings on the FY2018-2021 TIP;

**WHEREAS**, the FY2018-2021 TIP remains fiscally constrained;

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

- Responsible Acceleration of Maintenance and Partnerships (RAMP) / National Highway Performance Program (NHPP)
  - Adding \$14.5M federal/state RAMP/NHPP funds in FY18 to the *North I-25: Design Build project*.
- FTA §5339
  - Adding the *Replacement of Non-Revenue Pool Vehicles* project by the City of Fort Collins with \$208k federal FTA §5339 funding and \$52k local funding in FY18.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5<sup>th</sup> day of April, 2018.

\_\_\_\_\_  
Tom Donnelly, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Interim Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
April 5, 2018 Greeley	Draft FY 2019-2022 TIP	Medora Kealy
<b>Objective/Request Action</b>		
To review the Draft FY 2019-2022 Transportation Improvement Program (TIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>The NFRMPO is converting to an annual TIP adoption cycle to better align with CDOT's Statewide Transportation Improvement Program (STIP).</li> <li>The Draft FY 2019-2022 TIP carries forward the policies from the current FY 2018-2021 TIP, along with all projects with funding in FY 2019-2021.</li> <li>A call for roll-forwards will be held in late spring to roll unbudgeted FY18 funding into FY19.</li> </ul>		
<b>Committee Discussion</b>		
TAC discussed the Draft FY 2019-2022 TIP at the March 21, 2018 meeting. At the April 18, 2018 meeting, TAC will provide a recommendation to Planning Council on the FY 2019-2022 TIP. Planning Council Action on the FY 2019-2022 TIP is scheduled for May 3, 2018.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The Draft FY 2019-2022 is available at <a href="https://nfrmpo.org/wp-content/uploads/draft-fy19-22tip.pdf">https://nfrmpo.org/wp-content/uploads/draft-fy19-22tip.pdf</a>.</li> <li>The TIP is the federally-required fiscally-constrained list of regionally significant and/or federally-funded surface transportation projects programmed in the region during a four-year time period.</li> <li>Additional project selections made through the Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) processes will be added into the Draft TIP as the information becomes available.</li> <li>The public comment period for the Draft FY 2019-2022 TIP will open on April 6, 2018 and close on May 5, 2018.</li> </ul>		
<b>Advantages</b>		
Approval of the TIP will ensure the timely merger of projects into the STIP so budget processes can occur at the beginning of FY 2019.		
<b>Disadvantages</b>		
None noted.		
<b>Analysis /Recommendation</b>		
Staff recommends Planning Council review the Draft FY 2019-2022 TIP and provide feedback.		
<b>Attachments</b>		
None.		

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

*Technical Advisory Committee*  
Dave Klockeman - Chair  
City of Loveland  
Will Jones - Vice Chair  
City of Greeley/GET  
Dawn Anderson - Past Chair  
Weld County  
Stephanie Brothers, Town of Berthoud  
Gary Carsten, Town of Eaton  
John Franklin, Town of Johnstown  
Eric Fuhrman, Town of Timnath  
Wendy Heywood, Town of LaSalle  
Tim Kemp, City of Fort Collins  
Suzette Mallette, Larimer County  
Mitch Nelson, Town of Severance  
Karen Schneiders, CDOT Region 4  
Fred Starr, City of Evans  
Dennis Wagner, Town of Windsor  
CDPHE-APCD  
Town of Milliken

Janet Bedingfield, SRS  
Amanda Brimmer, RAQC  
Aaron Bustow, FHWA  
Ranae Tunison, FTA  
NoCo Bike & Ped Collaborative

*MPO Transportation Staff*  
Suzette Mallette, Interim Executive  
Director  
Becky Karasko, Regional Transportation  
Planning Director  
Ryan Dusil, Transportation Planner  
Alex Gordon, Transportation Planner II/  
Mobility Coordinator  
Medora Kealy, Transportation Planner  
Sarah Martin, Transportation Planner

# MEMORANDUM

To: NFRMPO Planning Council  
From: Becky Karasko  
Date: April 5, 2018  
Re: Updated FY2019 Unified Planning Work Program (UPWP) Tasks

## Background

The NFRMPO staff has updated the Tasks and Products for FY2019 in the FY2018 and FY2019 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2019 Budget on April 19 and it is anticipated they will recommend Planning Council approval at the May 3, 2018 meeting. The FY2018 and FY2019 UPWP and FY2019 Budget will go to Planning Council for their approval at their May 3, 2018 meeting to allow CDOT and FHWA approval prior to October 1, 2018.

The updated FY2019 Tasks were provided to TAC ahead of the March 21, 2018 TAC meeting, with comments requested by Friday, March 30, 2018.

The full FY2018 and FY2019 UPWP can be accessed here: <http://bit.ly/2FAMGQh>.

## Action

NFRMPO staff requests Planning Council review the updated Tasks and Deliverables for FY2019 and provide comments by 5:00 p.m. on Friday, April 13, 2018.

# FY2018 Omnibus Appropriations Package

March 22, 2018

This Omnibus bill releases the rest of the FY2018 federal highway and transit funding authorized in the FAST Act. The bill also includes a six month extension of Federal Aviation Administration programs. Below is AASHTO's analysis of the transportation sections of the omnibus spending bill.

## Overview

- All FAST Act funding commitments supported by the Highway Trust Fund are met for FY 2018
  - \$44.2 billion in Federal Highway Administration programs
  - \$9.7 billion in Federal Transit Administration formula programs
  - \$845 million in Federal Motor Carrier Safety Administration programs
  - \$747 million in National Highway Traffic Safety Administration programs
- For transportation, the \$10 billion infrastructure designation from the budget deal is translated into additional program funding as follows:
  - \$2.565 billion for Federal-aid Highway Programs
  - \$864 million for transit formula programs
  - \$1 billion in Airport Improvement Program discretionary grants
  - \$2.565 billion for transit Capital Investment Grants program, up from \$2.413 billion last year
  - \$1.5 billion for TIGER discretionary grants, up from \$500 million last year
  - \$1.942 billion for Amtrak, up from \$1.495 billion last year
  - \$863 million for rail grant programs, up from \$98 million last year
- Includes a six month extension of FAA programs, through September 30, 2018

## Highways

- \$44.2 billion of obligation limitation for FAST Act contract authority programs
- \$2.525 billion in additional general fund dollars available until September 30, 2021, composed of:
  - \$1.98 billion in highway funding distributed to the states by formula (in the same ratio they receive Federal-aid Highway Obligation Limitation).
    - This funding can be used for “construction” projects eligible for funding under the Surface Transportation Block Grant Program.
    - 53 percent of this funding is “sub-allocated” by population using the formula established in the Surface Transportation Block Grant Program.

- \$300 million for federal lands and tribal transportation
  - \$20 million for Puerto Rico and other territories
  - \$225 million for a new discretionary grant program for bridges in states that have less than 100 people per square mile, with a focus on cost savings achieved through bundling of multiple projects
- Does **NOT** include a new rescission of highway contract authority for FY 2018; however, the bill also does not address the \$7.6 billion rescission set for July 2020 under the FAST Act
  - Requires states to facilitate installation of broadband infrastructure, commonly referred to as “dig once,” by:
    - Identifying a broadband utility coordinator at a state agency
    - Establish a process for registration of broadband infrastructure entities interested in access to rights-of-way, and notify such entities of projects in the Statewide Transportation Improvement Program each year
    - There is no federal funding for these activities, but there is also no requirement to install broadband infrastructure
- Continues to allow states to repurpose old earmarks that are at least 10 years old, with no more than 10 percent of funds obligated
  - Continues flexibility to use the Clearview font on highway signs
  - Adjusts truck size and weight limits for North Dakota and New Hampshire
  - Designates I-57 in Arkansas and Missouri
  - Allows toll revenue flexibility for certain facilities in West Virginia, Maryland, and Kansas

## **Transit**

- \$9.7 billion in obligation limitation for FAST Act contract authority programs
- \$834 million in additional general fund dollars available until expended, composed of:
  - \$400 million in Section 5337 State of Good Repair formula grants
  - \$400 million in Section 5339 Bus and Bus Facilities formula and discretionary programs
  - \$30 million in Section 5340 High Density State formula grants
  - \$4 million in bus testing
- \$2.645 billion for Capital Investment Grants
  - \$1.5 billion for New Starts projects
  - \$716 million for Core Capacity projects
  - \$401 million for Small Starts projects
- \$5 million for FTA training and technical assistance
- \$150 million for Washington Metro

## **Rail**

- \$1.942 billion for Amtrak
  - \$650 million for Northeast Corridor
  - \$1.292 billion for National Network
  - \$2 million for the State-Amtrak Intercity Passenger Rail Committee
- \$813 million in FAST Act intercity rail grants
  - \$543 million in Consolidated Rail grants, up from \$68 million last year
  - \$250 million in State of Good Repair Partnership grants, up from \$25 million last year
  - \$20 million in Restoration and Enhancement grants, up from \$5 million last year
- \$25 million in credit subsidy for the Railroad Rehabilitation and Improvement Financing (RRIF) program
- Allows use of highway CMAQ dollars on state-supported passenger rail routes

## **Aviation**

- FAA programs are extended by six months, from March 31, 2018, to September 30, 2018
- \$18 billion for Federal Aviation Administration programs, a \$1.6 billion increase from last year
- \$1 billion of general fund dollars added for the Airport Improvement Program, but only for discretionary grant programs prioritizing non-primary, non-hub, and small-hub airports
- \$155 million in Essential Air Service subsidies, up from \$150 million last year
- No increase in Passenger Facility Charges

---

The text of the bill can be found [here](#) (the Transportation Title begins on page 1565).

The report language that accompanies the bill text can be found [here](#).

A one-page summary of the Transportation-Housing and Urban Development sections of the bill produced by the House Appropriations Committee can be found [here](#).