



419 Canyon Avenue, Suite 300
 Fort Collins, Colorado 80521
 (970) 221-6243
 FAX: (970) 416-2406

nfrmpo.org
www.VanGoVanpools.org

Technical Advisory Committee

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Gary Carsten, Town of Eaton
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Amanda Brimmer, RAQC
Aaron Bustow, FHWA
Ulysses Torres, GET
Ranae Tunison, FTA
Kaley Zeisel, Transfort
 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 III
 Mobility Coordinator
Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner

Next TAC Meeting:
 June 20, 2018
 1:00-3:30 p.m.

Town of Windsor Wi-Fi
Username: Windsor Rec Center
Public Wi-Fi
Password: password

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)
 MEETING AGENDA**

May 16, 2018
 Windsor Community Recreation Center
 250 N. 11th Street—Pine Room
 Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (*2 minutes each*)
3. Approval of April 18, 2018 Meeting Minutes (*Page 2*)

WORK SESSION:

- | | | |
|--|--------------|--------|
| 4. CDOT Transit Development Program (<i>Page 10</i>) | Michael Snow | 20 min |
|--|--------------|--------|

CONSENT AGENDA:

No Items this month.

ACTION ITEMS:

- | | | |
|---|--------------|--------|
| 5. FY2018 Program of Projects (POP) (<i>Page 13</i>) | Kaley Zeisel | 5 min |
| 6. FY2019-2022 Transportation Improvement Program (TIP) (<i>Page 25</i>) | Kealy | 5 min |
| 7. May 2018 TIP Amendment (<i>Page 26</i>) | Kealy | 5 min |
| 8. CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects (<i>Page 33</i>) | Kealy | 10 min |

PRESENTATION:

- | | | |
|---|-----------------|--------|
| 9. CDOT Travel Demand Management (TDM) Plan | Lisa Streisfeld | 10 min |
|---|-----------------|--------|

DISCUSSION ITEMS:

- | | | |
|---|-------------|--------|
| 10. 2045 Regionally Significant Corridor (RSCs) Criteria (<i>Page 39</i>) | Dusil/Kealy | 10 min |
| 11. Land Use Model Update Development Pipeline (<i>Page 42</i>) | Martin | 10 min |

OUTSIDE PARTNERS REPORTS (*verbal*):

- | | | |
|--|----------------|--------|
| 12. NoCo Bike Ped Collaborative (<i>Page 44</i>) | Written Report | 15 min |
| 13. Regional Transit Agencies | | |
| 14. Senior Transportation | | |
| 15. Regional Air Quality Council | | |

REPORTS:

- | | | |
|---|-----|--------|
| 16. Transportation Ballot Initiatives Updates | All | 5 min |
| 17. Roundtable | All | 10 min |

MEETING WRAP-UP:

18. Final Public Comment (*2 minutes each*)
19. Next Month's Agenda Topic Suggestions

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

**Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**April 18, 2018
1:03 – 3:15 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Tim Kemp – City of Fort Collins
Pepper McClenahan – Milliken
Rusty McDaniel – Larimer County
Mitch Nelson – Severance
Karen Schneiders – CDOT
Fred Starr – Evans
Dennis Wagner – Windsor

NFRMPO STAFF:

Suzette Mallette
Ryan Dusil
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Katy Mason – LCOA
Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Wendy Heywood – LaSalle

IN ATTENDANCE:

Marissa Gaughan – CDOT Alternate
Katrina Klobberdanz – CDOT
Alana Koenig – CDOT
Scott Logan – City of Greeley
Scott Rees – CDOT
Jake Schuch - CDOT
Ulysses Torres – GET
Wade Willis – Town of Windsor/NoCo Bike & Ped
Collaborative
Kaley Zeisel – Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE FEBRUARY 21, 2018 TAC MINUTES

Chair Klockeman requested the Loveland update from the March 21 TAC meeting reflect the Director of Public Works would be announced within a week from that meeting. Anderson moved to approve the March 21, 2018 TAC meeting minutes with that change. McDaniel seconded the motion and it was approved unanimously.

CONSENT AGENDA

There were none this month.

ACTION ITEMS

CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects – Klockeman noted there were still several unanswered questions regarding the CNG portion of the projects and proposed the item be tabled until the May 16 TAC meeting to ensure all remaining questions regarding CNG are answered prior to Action. Schneiders noted, if it is acceptable to the recipients, projects would be better listed for FY2019 to accommodate the possibility Action does not occur before July 1.

Klockeman clarified July 1 is the start of FY2019. Anderson made a motion to table the Action Item until the May 16 TAC meeting, Kemp seconded the motion and the motion was approved unanimously.

FY2018-2019 Unified Planning Work Program (UPWP) 2019 Tasks – Karasko provided a draft of the FY2019 local match and noted the amounts may change depending on rollover funds from FY18. Karasko added the NFRMPO will not ask for additional STP funding for FY2019. Karasko reported the Planning Memorandum of Agreement (MOA) with CDOT was adopted at the April 5 Council meeting. Karasko added the NFRMPO is updating the UPWP earlier in the year to ensure receipt of federal contracts and funds by October 1. Karasko reported only tasks in both FY18 and FY19, or only in FY19, were updated. Updates were primarily grammatical and the revised UPWP was made available for TAC member and public comment prior to the March 21 TAC meeting. No comments were provided, however, the item was moved from Consent to Action due to a change in the Prospectus. A table relating the UPWP tasks to the 10 planning factors outlined in the FAST Act was added upon the recommendation of FHWA following the Federal Certification site visit on March 27, 2018. Karasko added the budget portion would be discussed at the Finance Committee meeting on April 19 and Planning Council is expected to approve the UPWP Tasks and Budget at the May 3 Council Meeting. Schneiders made a motion to recommend the updated UPWP 2018-2019 Tasks for Planning Council approval. Jones seconded the motion and it was approved unanimously.

PRESENTATION

North I-25 Segments 7& 8 Project – Scott Rees, project director for the *North I-25 Express Lanes: Johnstown to Fort Collins* project, provided an overview and update on the project. Rees emphasized efforts championed by local communities were responsible for getting this \$300M project initiated 14 years ahead of schedule. Rees added local communities contributed \$50M of funding for this project and Jones noted Greeley City Council recently approved \$500,000 for this project.

The project spans from SH402 to SH14 and this phase of expansion will add a buffered express lane in each direction. Rees provided an overview of key project elements and noted project benefits, such as improved safety conditions, increased trip reliability, and improved bicycle and pedestrian connectivity.

Rees explained express lanes were chosen for this project for their ability to reduce delays in the most seriously congested corridors and noted full build out will likely include tolls. Rees added the express lanes may promote carpooling and encourage transit use. Schneiders noted the new express lanes will be subject to Transportation Committee's carpooling policies, which requires three or more persons in a vehicle for the vehicle to qualify as a High Occupancy Vehicle (HOV). Mallette asked whether express lane users would require a transponder. Rees noted users may pay for the lane using an express pass, license plate tolling (for an extra charge), or a reversible transponder for HOV use if applicable.

Rees reported a contract was awarded in early March and the First Notice to Proceed was issued April 5, 2018. The Second Notice to Proceed will likely occur in June or July and construction is expected to be complete in late 2021 or early 2022.

Rees explained two lanes of traffic will remain open at all times during construction, adhering to CDOT Region 4's closure strategy. Rees added SH402 will be shut down for a period of four months with detours. Work will begin on US34 in July. Rees noted extending this expansion model south to US66 may be part of the next steps.

Schneiders asked when the Crossroads Boulevard construction would be considered complete. Rees responded he was not sure, but potentially in June. Kemp asked whether Prospect Road and I-25 construction was expected to occur from summer 2019 through spring 2021. Rees responded that was still the planned timeline, but it is subject to change. Mallette asked where construction would begin. Rees reiterated construction would begin on US34, followed by SH402 and then Crossroads.

Region 4 Local Agencies Project Closures and Contracting – Kloberdanz explained CDOT will begin implementing a new policy starting May 1 stating no new Intergovernmental Agreements (IGAs) will be initiated with agencies that have projects still open after six months of completed construction

due to outstanding documentation needs on behalf of the local sponsor agency. Once all required documentation is provided and the project is closed, new IGAs can be initiated. Kloberdanz noted the purpose of the new policy is to reduce the number of projects remaining open for extended periods of time despite final payment from CDOT. Kloberdanz added CDOT's intent is to continue to improve procedural efficiency and ensure all required documentation occurs throughout the project to prevent holding up the process at the end.

Mallette asked how local agencies would know whether they had projects missing documentation and inquired whether the CDOT inactives list should be used as a tool for identifying such projects. Schneiders responded the projects on the inactives list are still expending funds, while the projects impacted by the new policy are completed and therefore unlikely to show up on the list. Kloberdanz noted CDOT has been withholding \$50,000 of final payment for projects until final documentation is provided, so projects could show up on the inactives list. Kloberdanz added local agencies may contact Jake Schuch to determine whether they have projects missing the necessary documentation. Schneiders noted regional engineers will have reached out requesting the documentation. Schneiders added the local agency team supports the new policy. Mallette asked how "project completion" is defined. Kloberdanz responded project completion is marked by acceptance of contractor's work by the local agency. Kloberdanz added CDOT is notified 90 days prior to the FHWA end date and the project manager will notify the local agency to make sure they have time to complete the project or file for an extension.

DISCUSSION

NoCo North I-25 Memo – Willis reported the NoCo Bike and Pedestrian Collaborative (NoCo) submitted a memo to TAC in November requesting the prioritization of two crossings along North I-25 at Box Elder Creek and Big Thompson River. NoCo met with CDOT March 23 to discuss how NoCo might operate more effectively within the parameters of CDOT's planning process to ensure important crossings are considered during improvement projects. Willis added the meeting also served as a platform to discuss the feasibility of adding the preservation of the Box Elder Creek and Big Thompson River crossings to the scope of the *North I-25 Expansion Project*. Willis noted funding is pending for the replacement of the Big Thompson River Bridge. If the bridge is replaced as part of this phase, bicycle and pedestrian facilities would be included in the design. Rees confirmed when the bridge is replaced it will be made long enough and tall enough to accommodate a crossing underneath. Willis reported the Box Elder Creek crossing location presents more constraints and further discussion may be required to move the crossing forward.

NoCo requested assurance from TAC the NFRMPO's *2016 Non-Motorized Plan* is considered as a guide for the planning and implementation of infrastructure projects moving forward and asked TAC support the funding of both crossings should funding become available. Schneiders asked what NoCo will do to help secure funding for these crossings and explained there exist funding sources, such as GOCO grants, the group could apply for. Willis responded the NoCo's member entities are willing to apply for funding sources as long as there is formal consensus that these crossings should be a priority. Karasko noted the *2013 Regional Bicycle Plan* was integrated with the *2040 Regional Transportation Plan (RTP)* and the *2016 Non-Motorized Plan* will be integrated with the *2045 RTP* and asked for clarification regarding the request to formally consider these plans as part of the planning process. Willis responded formalized commitment to consider these plans moving forward may serve as one of several mechanisms to prevent miscommunications from happening in the future.

Mallette noted the Record of Decision for the I-25 expansion project was completed in 2011, prior to the adoption of the *2013 Regional Bicycle Plan*, which presented a timing challenge regarding the consideration of the regional plan in the development of the project scope. Mallette added the current expansion project is only Phase I and there may be other opportunities as the corridor moves toward final build-out. Willis clarified NoCo is hoping to identify an efficient path forward to address major bicycle and pedestrian barriers like I-25. Klockeman noted the project still has \$850M of unfunded identified improvements and recommended compiling a list of the main takeaways from this discussion rather than rewriting a formal memo. Klockeman recommended including the following points: the *2016*

Non-Motorized Plan will be considered in the development of future infrastructure project scopes; NoCo will endeavor to find additional funding; as funding becomes available, and TAC would support using the funding for identified bicycle and pedestrian projects. Willis added these crossings should be considered priorities. Klockeman clarified the crossings would be included in package of priorities, not ahead of other infrastructure priorities. Schneiders asked whether there was a list of priorities in the current *Non-Motorized Plan* and recommended prioritizing identified corridors. Schneiders estimated there is approximately \$1B in identified bicycle and pedestrian facilities yet to construct in Region 4. Schneiders recommended identifying which corridors and improvements NoCo wants to focus on first.

Mallette clarified NoCo is asking TAC to support the prioritization of identified projects if funding were to become available. Willis asked if an action could be taken today to determine whether TAC would support, to Council, the application of funds toward trail connections under I-25, should funding for those projects become available. Karasko noted this was a Discussion Item and it would need to come back as an Action Item for action to be taken. Jones reminded TAC members would need to report back to Council and Mallette agreed something in writing might be easier to convey. Mallette asked if NoCo was aware of the US34 Planning and Environmental Linkages (PEL) study. Willis responded NoCo had a representative attending the meetings. Klockeman noted the representative has not attended the last several meetings. Dusil noted NoCo would reach out to Chad Hall for an update in the next few months. Klockeman noted the next meeting would be held May 9 and would be a good opportunity to have more than one NoCo representative attend. Klockeman noted NoCo would return next month with a short summary of today's discussion for TAC to take Action on.

Larimer County Road (LCR) 17 Project Update – McDaniel reported Larimer County and the Town of Berthoud jointly applied for a STP Metro grant to widen LCR 17 between LCR 16 and LCR 14. The original scope identified widening the road to the middle and providing wide shoulders for bike lanes; however, there was not enough funding to address drainage issues. The Town recently worked with developers to build two new intersections, which has significantly decreased the footage of road that needs to be improved. Additionally there is an opportunity to tie on to drainage improvements being made by developers. McDaniel and Brothers requested TAC approval to reallocate project savings toward drainage improvements. Brothers added the original solution was to allow water to pond with no final outfall, but water law dictates return flows must be provided back to the river. The proposed solution would divert the stormwater to the Berthoud Reservoir and provide legally required return flows from there. Schneiders asked whether the developers were planning to pave all the way to US287, making sure there was a logical terminus for the paving and asked whether the CDOT representatives in the room knew of proposed project; they confirmed they were aware of the plans.

Klockeman asked whether the drainage improvements would be pipes under LCR 13 and McDaniel responded storm sewers would run adjacent to LCR 17 from the north roundabout, south under US287 to the Berthoud Reservoir. Klockeman noted the proposal seemed within the scope of the project since no additional funds were requested. Klockeman asked what the process would be to approve the requested change. Mallette noted since the funding is not changing, it would not trigger a TIP Amendment. Anderson asked if it would need to go to Planning Council. Klockeman responded since the proposed change was only technical, it does not need to go to Planning Council. Schneiders requested the inclusion of a contingency plan in case the developer does not complete the project by 2025, stating the Town and County would take responsibility for completing the remainder of the project. Klockeman asked if CDOT needed to concur with the change. Schuch stated there was no need to do an amendment for the project since the proposed change is so small, as long as TAC is in agreement. All parties agreed that applying project savings toward a permanent stormwater solution was acceptable, given the contingency plan described above.

Regionally Significant Corridor (RSC) Criteria – Dusil noted an early task of the 2045 Regional Transportation Plan (RTP) is to review and update the RSCs to ensure the regional network continues to align with regional values and to address concerns raised by Planning Council, such as the inclusion of unpaved roads as part of the RSC network. Kealy noted this would be the first of two Discussions followed by a TAC Action. Dusil explained RSCs comprise the regional roadway network and noted

each RSC has a vision included in the RTP. Dusil added all capacity projects that occur on RSCs trigger air quality conformity requirements and noted only projects on RSCs are eligible for STBG and CMAQ funding.

Mallette asked whether a road currently partially paved, such as the O Street extension in Greeley, is classified entirely as regionally significant. Kealy responded yes, under the 2040 criteria, the entire road was included and added the 2040 criteria did not specify a timeline for paving or constructing roads identified as regionally significant. Dusil noted the dashed lines on the map reflect portions of corridors currently unconstructed. Of the 27 corridors, five contain unconstructed segments.

Dusil explained the 2045 RSC criteria developed for discussion. The criteria includes all state highways, interstates, and US Highways; as well as roadways that meet three requirements: a) they go through two jurisdictions or connect employment centers in different jurisdictions by the year 2045, b) they have a functional classification of minor arterial or higher for at least 25 percent of its existing length, based on the classification by the local, county, or state agency, and c) all segments of the proposed roadway must be planned to be built and paved by 2045. With regard to the 25 percent threshold, Bustow asked about the process for requesting funding for segments of an RSC not eligible for federal aid, with ineligible roads in urban areas including local roads and in rural areas roads classified as rural minor collectors or local roads. Kealy asked whether that eligibility was based on the state classification and Bustow responded it was. Kealy responded there are differences between the way local entities, the county, and the state identify the functional class for the same roadway segment, and that federal aid eligibility will be addressed at next month's TAC discussion.

Dusil briefly reviewed other considered criteria and explained they were not chosen as the recommended criteria for the 2045 RSCs because they were difficult to quantify and would be a dramatic departure from previous criteria. Two criteria measured the percent of a corridor currently paved and currently existing. The remaining criteria were based on outputs from the land use and travel demand model, such as employment and households within a half mile of each corridor for 2012 and 2040; average daily volume per mile for 2012 and 2040; and presence of employment centers using a spatial analysis tool in GIS to identify significant clusters to identify areas with high employment.

Kealy presented a map highlighting how the proposed 2045 criteria could affect the RSC network and noted most corridors currently identified as RSCs would remain as RSCs. Kealy noted SH263 would be added given the new criteria, Jones remarked the entire highlighted segment of SH263/8th Street will be devolved to the City of Greeley. Kealy noted this change means the roadway would no longer be eligible as an RSC. Kealy noted Prospect Road would be removed because it is not going through more than one community, a criteria selected to prevent the inclusion of a large number of roads, such as those connecting Greeley and Evans. Klockeman noted the segment of Prospect Road was included in the previous iteration because it is the primary corridor connecting I-25 and Colorado State University (CSU). Kemp remarked the segment east of I-25 is currently half City of Fort Collins and half Town of Timnath Right-of-Way and it is unclear at this time who will get full ownership in the long run. Jones asked how Weld County Parkway and 8th Street fit in to the discussion and proposed even though 8th St will no longer be a State Highway, it may still be eligible on the grounds that it will pass through multiple jurisdictions in the future, pending an annexation by the Town of Kersey. Kealy noted Weld County Parkway does not go through more than one NFRMPO community and therefore does not meet the proposed criteria. The criteria would need reflect RSCs do not need to go through more than one community within the NFRMPO for the parkway to meet the criteria.

Kealy remarked some corridors were still to be determined depending on whether segments were identified for construction under fiscally constrained conditions by 2045. Klockeman noted on RSC #27, the only segment not identified in constrained funding plans is the dashed diagonal section between SH392 and Boyd Lake Ave, but a connection already exists. Karasko noted the RSC alignment of #27 will need to be adjusted to reflect current conditions. Mallette suggested getting rid of the dashed diagonal segment and drawing a solid line on the existing roadway.

Regarding the proposed extensions of RSCs based on the appropriate agency classification, the consensus of TAC members was the extensions are not necessary since those roads mostly serve local traffic. Kealy noted the eligibility of those roads may change when considering the CDOT functional classification.

Kealy stated the RSCs will be brought back to TAC for Discussion in May, Planning Council for Discussion in June, with TAC Action in June and Council Action in July. These RSCs could then be used for the 2018 Call for Projects that will be held later this year.

Kealy explained the last two charts show the values for all considered criteria and rankings for each RSC. Schneiders asked why the RSCs were ranked and Kealy responded they wanted to make sure they were considering the right criteria. Dusil stated the rankings are for use in today's discussion of criteria, but will not be included in the Action. Kealy asked if there were other criteria that should be considered, and TAC members indicated there was not.

OUTSIDE PARTNERS REPORTS (verbal)

Regional Air Quality Council – Brimmer reported EPA decided to roll back greenhouse gas standards for passenger vehicles for model years 2022 to 2025. The current administration cited limited technology and higher cost to consumers as reasons for reevaluating the standards. Impact on criteria pollutants is uncertain at this time. Brimmer also highlighted RAQC's Mow Down Pollution event on May 12 at the Ranch in Loveland; noting the event will provide the opportunity to replace gas mowers with electric models. Those interested can sign up for the event at mowdownpollution.org. There will be two additional events in Denver, one on May 6 and another on June 2.

NoCo Bike & Ped Collaborative – Dusil noted a written report of the April 11 NoCo meeting was provided in the packet and TAC will receive a written request for Action from NoCo at the May 16 TAC meeting, as discussed earlier. Dusil added the May NoCo meeting will have a strong transit focus, including a presentation about the *2045 RTE* and a presentation about the *Regional Route Study* connecting Greeley, Windsor, and Fort Collins.

Regional Transit Agencies – Zeisel reported Transfort closed the Parking Director Services position and interview activities will begin the first full week in May. New Flyer, a bus manufacturer, visited the previous week and conducted a three day demo on the MAX guideway to gather performance data to evaluate the feasibility of a possible electric bus pilot route.

Torres reported the CASTA Spring Conference will come to Greeley in May.

Klockeman stated COLT switched from providing paratransit to being part of Fort Collins's Dial-a-Ride contract with Yellow Cab on April 2. This transition provided an opportunity to reallocate resources and COLT launched a pilot express route on US34, from Group Publishing to Centerra on April 12. The cities of Fort Collins and Loveland entered into an IGA, which allowed COLT to contract a full-time transit manager through Transfort. The City of Loveland completed the purchase of property for their permanent transit center.

Schneiders noted Bustang was approached by leadership from Division of Transit and Rail and added Region 4 will kick-off a study and design for passenger amenities at SH119 and I-25. This would be an additional stop and since buses running along this route are already full, additional vehicles may be necessary to address current capacity constraints.

Senior Transit Items – Karasko stated Larimer County and the Partnership for Age Friendly Communities (PAFC) completed a grant application for a business plan to implement senior transportation in Larimer County. Karasko added the Senior Transportation Coalition will continue looking into Bustang travel trainings.

REPORTS

Transportation Ballot Initiatives Update – Klockeman stated the Loveland Community Task Force developed a list of potential projects and is currently polling the community to ensure the list reflects the community's priorities. Polling is also being conducted to determine the level of sales tax the community

would support. The Task Force will make a recommendation to the Loveland City Council within the next 60 days to potentially get the sales tax on the November ballot.

Mallette reported Larimer County is undertaking a transportation funding option study based on infrastructure. A kick-off meeting was held with the regional task force, which included elected officials, community leaders, and technical staff. The task force will have its first technical meeting with staff from each community on May 10.

Mallette added the statewide ballot initiative being forwarded by the Colorado Metro Mayors Caucus was narrowed down to a ½ cent sales tax.

Jones updated Greeley is considering a tax renewal for their Quality of Life tax. Mobility and safety, police, and fire are the current priorities for the tax. The City is currently identifying projects that could be added to the list, including the interchanges at 35th and 47th and various transit projects.

Mobility Committee Updates – A written update was provided.

TIP Modification Updates – Kealy noted there were only modifications for the month of March.

Federal Inactives Report – Schneiders noted all projects with the abbreviation “ER” or “PR” are flood recovery projects. Schneiders asked about the status of the Front Range Trail project. Kemp responded it was pretty much closed and Schuch noted it was missing paperwork that needed to be submitted. Anderson noted the Weld County project listed was substantially completed. Mallette noted it was a flood project and Schneiders recommended contacting the Weld County flood project manager to coordinate the return of \$4,000 of un-used Right-of-Way funding. Schneiders added, any flood project questions should be directed to the appropriate contact at the flood office. Kemp noted confusion about the gap project and asked why \$810,000 is assigned only to the Right-of-Way Phase. Schuch reported that was the estimate provided to CDOT for that Phase. Kemp added Pitkin is officially closed out and can be removed from the list.

Schneiders asked about the Transfort network management system and Zeisel responded she would check on it.

ROUNDTABLE

Karasko reported the Model Steering Team will meet April 25 and anyone is welcome to attend. Persons interested in attending this meeting or joining the Model Steering Team should contact her. The FHWA and FTA Federal Certification public meeting will be held at 4:00 p.m. prior to the May 3 Planning Council meeting in Milliken.

Schneiders updated the Ransomware attack has been largely dealt with, but not everything is fully operational. Schneiders added OTIS is accessible again.

Gaughan noted CDOT’s headquarters is moving to Colfax and Federal, but the move has been delayed slightly, so the April STAC and Statewide MPO meetings will be held in the auditorium of current CDOT headquarters.

Martin requested communities send representative photos of their communities for RTP chapter covers. If communities choose to use the same photo from the 2040 RTP, this must be reflected via email.

Bustow updated Buy America Waivers for vehicles were approved April 17, 2018 and published in the Federal Register on Monday, April 16. Bustow noted the approval was a bundle including the 3rd and 4th quarter of 2016 and 1st quarter of 2017. However, the quarterly mechanism for approving vehicles for Buy America has been suspended until further notice. The Federal Register states the new administration needs to revisit the process to ensure everything is in compliance.

Kemp thanked CDOT for their collaboration on the Horsetooth and College project and noted the Right-of-Way Phase will wrap up in the next two weeks and will be delivering the project with a Construction Manager/General Contractor (CM/GC) contract. Construction is expected to start in early June with approximately three months of significant impacts and an additional month of minor impacts. Klockeman

requested renderings and Kemp responded he would send out renderings. Kemp reported Myers Construction won the contract.

Malette reported the Grant project on Greenfields Court and SH14 began paving on the north end of realignment of the Frontage Road.

Jones announced Scott Logan is the new Traffic Engineer for the City of Greeley and added the City will hire a new transportation planner by May 3.

Klockeman announced the new Public Works Director for the City of Loveland, Mark Jackson, will start Monday, April 23.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko reported the May 16 TAC meeting agenda will include the FY2019-2022 TIP; FY2018 Program of Projects; May TIP amendments if any; NoCo request; FY2019 Additional Allocation; CDOT TDM presentation; a work session with TDR about the Transit Development program; continued RSC discussion; RTE update, and a Land Use Model Development Pipeline update.

Meeting adjourned at 3:15 p.m.

Meeting minutes submitted by:

Sarah Martin, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 16, 2018 at the Windsor Recreation Center, Pine Room.



COLORADO

Department of Transportation

Division of Transit & Rail
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222

DATE: May 16, 2018
TO: North Front Range MPO - Transit Stakeholders
FROM: Michael Snow, Transit Infrastructure Specialist, CDOT Division of Transit and Rail
SUBJECT: Transit Development Program, Tier 1 Capital Project Priorities

Purpose

The purpose of this memorandum is to provide an overview of CDOT's Transit Development Program (TDP) and to outline a process for the North Front Range MPO to identify its highest-priority, capital transit projects in the region.

Background

Traditional transportation planning processes in Colorado provide an effective means to identify specific projects to be funded with expected transportation revenues. Planning only for expected funding, however, can be a challenge when the state needs to quickly identify projects when new unexpected funding opportunities arise. The TDP is a planning tool that supports the identification and prioritization of Colorado's capital transit project needs to effectively plan for and respond to future unexpected funding opportunities. Projects in this inventory, therefore, are transit needs throughout the state for which there is no currently identified source of funding.

At the close of the last session, the Colorado legislature passed Senate Bill 17-267, which raises the potential for bond funding for transportation projects in the state. The legislature is discussing additional funding measures this year, plus a citizen-driven initiative to raise new sales tax revenues for transportation may appear on our 2018 Ballot. Any combination of these opportunities has the potential to bring significant increases in transit funding that will require cooperative statewide planning to be properly invested.

For this reason, CDOT's Division of Transit & Rail (DTR) is seeking the input and participation of local officials, planners, and transit stakeholders in each region to provide information on their transit project needs and to collaboratively identify which of those projects are of highest priority within the region.

Details

The current statewide TDP inventory contains 215 projects representing over roughly \$5 billion in transit capital funding needs statewide. This current list includes capital projects with an estimated cost of \$250,000 or greater, along with a handful of capital planning projects. Vehicle capital projects are included only when they are associated with a specific expansion or improvement of transit services. Not included in the TDP are Asset Management projects such as vehicle replacements. While Operations and Asset Management needs are equally important elements to funding transit services, the TDP currently will only capture incremental Operational expenses related to its capital projects. Subsequent planning efforts will be conducted to fully quantify asset management and operational needs statewide.

The following process will be used to implement the use of the TDP:

1. **Project Identification and Compilation:** CDOT-DTR staff have compiled the current draft TDP by capturing projects already identified in statewide, regional, and local transit plans or studies. The TDP is a living document and will grow and change over time as transportation needs and projects change. Local officials, planners, transit agencies, and stakeholders in each TPR/MPO are requested to review the draft inventory and identify additional projects or contribute updated information on existing projects.
2. **Prioritizing the Transit Development Program:** A subset of the TDP, called the **Tier 1 Transit Development Program**, will be developed collaboratively by the TPR/MPO that identifies the highest priority projects in each region. To guide the prioritization process, a **Tier 1 Planning Target** will be provided to identify the total dollar amount of projects statewide in Tier 1. To ensure geographic equity, a **Regional Planning Allocation** will also be provided to determine what portion of the total statewide Planning Target is allocated to each region of the state.



3. **Funding Decisions Using the TDP:** The TDP's principal purpose is to aid in quickly identifying ideal projects for new funding opportunities prioritized through the public planning processes in each TPR/MPO. When new funding opportunities present themselves, candidate projects are selected from the Tier 1 program that meet that funding program's criteria.

Planning Targets and Regional Planning Allocations are currently being developed collaboratively. A subcommittee of the Transit & Rail Advisory Committee (TRAC) that includes representatives of STAC and also rural and metro area transit agencies, has been formed to facilitate the process. The subcommittee will explore and recommend the total Tier 1 Planning Target and the Regional Planning Allocation formula before the TRAC and STAC finalize it.

It is important to note that the Regional Planning Allocation formula is not intended to determine exact funding each region will ultimately receive. This is a planning allocation only, used as a general guide for statewide planning. Decisions about how funds get programmed to specific projects or whether and how they are distributed geographically is dependent on each particular new funding source and would be decided with further statewide and regional involvement by TPRs, MPOs, TRAC and STAC.

Further, the purpose of the TDP is not intended as a means to prioritize capital projects that typically compete in DTR's annual Consolidated Capital Call for Projects (CCCP), nor does a project necessarily have to be identified in the TDP to be eligible for a grant through the CCCP. The \$250,000 threshold is somewhat arbitrary, but has been set because DTR's statewide capital awards program, which consists of about \$15-16 million annually, often cannot fully fund all the projects greater than \$250,000. The TDP is not limited to only those projects greater than \$250,000 in cost, however. A TPR or MPO may include projects below this threshold if they choose.

Input Requested

DTR is seeking participation by local officials, planners, and Transit Agencies at the TPR/MPO meetings to accomplish three things:

1. Identify additional capital projects not already on the TDP.
2. Provide updated information about projects already in the inventory. This includes information on the scope and description of the projects, notes about the goals and benefits of projects, and, importantly, updated cost estimates and the Associated Annual Operational Cost for each project.
3. Collectively identify the Tier 1 priority list of projects for the region.

Stakeholders in each region will ultimately determine the best means to identify priorities. Project sponsors may provide information during the initial meeting or an MPO representative may compile additional information via email if necessary. Since the Regional Planning Allocation formula is not yet determined, for the sake of today's discussion DTR staff will provide the TPR/MPO a estimated allocation range, and the final Tier 1 list can be finalized at a later time when the exact Regional Planning Allocation amount is determined.

Included with this memo is the current draft TDP inventory of projects in the region, which also includes a list of other potential projects in the region that the TPR/MPO might consider adding to the inventory.

Next Steps

Key project selection decisions need to be made in the next 2-3 months, both for the forthcoming funds from the SB 267 measure passed in 2017 and for a portion of the potential 2018 sales tax Ballot Initiative. With the input of TPRs, MPOs, TRAC, and STAC, candidate projects will be selected from the statewide Tier 1 program.

The TRAC subcommittee met numerous times in April and continues into May to develop a recommendation for the Regional Planning Allocations, which will be reviewed and finalized by STAC in May or June. In the meantime, DTR will continue outreach to TPRs and MPOs throughout the state for input on the TDP and Tier 1 priorities.

Feel free to reach out to me directly with comments or questions.

Michael Snow, Transit Infrastructure Specialist, Division of Transit & Rail
Michael.Snow@state.co.us, 303-512-4123.



Transit Development Program - DRAFT - May2018
North Front Range Metro Planning Area

Project ID	TPR	Sponsors/Partners	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	Associated Annual Oper. Cost	TYPE: Planning, Facility, Infrastructure, Equip, Service	Included in 2040 Plan	2040 Plan Priority	Service Type (IC, IR, R, L)	General Notes
T-219	NFR	CDOT	Statewide Transit Plan, Intercity and Regional Bus Plan		Harmony Rd. Park-n-Ride Expansion	Expansion of existing Harmony Rd. Park-n-Ride at I-25.	Harmony Rd	Larimer	\$ 2.50	\$ 2.50			F	X	HIGH	IR, R, L	at 95% capacity already
T-220	NFR	CDOT	Statewide Transit Plan, Intercity and Regional Bus Plan		SH 407 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH-402 and I-25.		Larimer	\$ 2.00	\$ 2.00			F	X		IR, R, L	
T-221	NFR	CDOT, Loveland, Greeley	Intercity and Regional Bus Plan	North I-25 EIS	Loveland-Kendall Parkway Park-n-Ride	Relocation of this US34 park & ride north to Kendall Parkway in conjunction with Bus-Only Slip Ramps	Kendall Pkwy	Larimer					F	X		IR, R, L	McWhinney possibly to down/maintain with permanent funding. Needs to be determined. Needs long term commitment for convenient access should capacity needs expand (vertically). High Priority - Busting stop to replace US348 1/2-5 park & Ride which is at 100% capacity
T-222	NFR	CDOT	Intercity and Regional Bus Plan	North I-25 EIS	How 56 / Berthoud Park-n-Ride	Construction of a new 200-space Park-n-Ride structure along the MAX BRT at the Drake Station.	How 56	Weld	\$ 15.00	\$ 20.00	\$5m \$828		F	X	HIGH	IR, R, L	Needed for next phase of Busting expansion
T-223	NFR	City of Loveland/COIT	West Elizabeth Enhanced Travel Corridor Plan	North I-25 EIS	COIT North Transfer Station	Construction of a transfer center on the CSU foothills campus to provide more efficient service and facilitate transfers along a high-riding corridor.	Loveland	Weld	\$ 2.00	\$ 2.86			F			R, L	
T-224	NFR	Transfort	West Elizabeth Enhanced Travel Corridor Plan		West Elizabeth Corridor BRT	Rehabilitate high-priority, high-demand corridor with bus Rapid Transit service	Fort Collins	Larimer	\$ 1.50	\$ 2.50	CSU land, City of Loveland, Collins Street Overpassing & Ped		F			L	
T-225	NFR	Transfort	West Elizabeth Enhanced Travel Corridor Plan		North College High Frequency Service	Implement high frequency service and enhanced stops in the North College corridor.	Fort Collins	Larimer	\$ 17.00	\$ 20.00	Funds		I			L	
T-226	NFR	Transfort	Transfort Strategic Operating Plan		MAX Harmony Station Park-n-Ride	Construction of a new 100-200 space park-n-ride along the MAX BRT at Harmony Station.	Fort Collins	Larimer	\$ 10.00	\$ 10.00			S			L	
T-227	NFR	Transfort	Mason Corridor Plan		Mason Corridor Park-n-Ride	Construction of a new 200-space Park-n-Ride structure along the MAX BRT at the Drake Station.	Fort Collins	Larimer	\$ 2.50	\$ 5.00	Private funding, local TIF as match		F			L	
T-228	NFR	Transfort	Mason Corridor Plan		Mason Corridor Park-n-Ride	Construction of a new 200-space Park-n-Ride structure along the MAX BRT at the Drake Station.	Fort Collins	Larimer	\$ 2.75	\$ 6.25	Private funding, local TIF as match		F			L	
T-229	NFR	Transfort	Mason Corridor Plan		MAX Horsetooth Park-n-Ride	Construction of a new 200-space Park-n-Ride along the MAX BRT at the Horsetooth Station.	Fort Collins	Larimer	\$ 2.50	\$ 5.00	Private funding, local TIF as match		F			L	
T-230	NFR	Transfort	Transfort Strategic Operating Plan		Wellington to Fort Collins Regional Service	Essential Bus Service from Wellington to Fort Collins 2 days per week, 5 trips per day	Fort Collins	Larimer	\$ 0.45	\$ 0.50	Local match		S			L	
T-231	NFR	Transfort	Downtown Plan; Transfort Strategic Operating Plan; Lincoln Corridor Plan		Downtown Circulator	Route to provide service between Downtown, Lincoln Corridor, and CSU.	Fort Collins	Larimer	\$ 0.50	\$ 0.75	Local match		S			L	
T-232	NFR	Transfort	Transfort Strategic Operating Plan		Berthoud FLEX Park-n-Ride	Provide a Park-n-Ride along US 287 for FLEX regional service	Berthoud	Larimer	\$ 0.45	\$ 0.50	Local match		F	X	Short	L	
T-233	NFR	BATS	Upper Front Range Regional Transit Plan		Berthoud Bus Facility	Berthoud Alpha Transit System (BATS)	Berthoud	Larimer	\$ 0.40	\$ 0.40	Local match		F	X		L	
T-236	NFR	GET	2016 GET Strategic Plan		GET Fleet Alternative Fuel Conversion		Greeley	Weld	\$ 2.00	\$ 2.00			S			L	
T-237	NFR	GET	2016 GET Strategic Plan		Loveland to Greeley Service	Regional Service From Loveland to Greeley 6 days/week, 16 trips/day	Loveland-Greeley	Larimer, Weld	\$ 2.00	\$ 2.00			S	X	Long	R, L	
T-238	NFR	GET	2016 GET Strategic Plan		Fort Collins to Greeley Service	Regional Service From Fort Collins to Windsor to Greeley, 5 days/week, 16 trips/day	Fort Collins-Greeley	Larimer, Weld	\$ 2.00	\$ 2.00			S	X	Long	R, L	

Other Projects - NOT currently on the TDP

NFR, DA	CDOT	Statewide Transit Plan			Greeley to Denver Service	Interregional Express Route, 6 days per week and 12 trips per day	Weld, Adams, Denver						S	X	Long	IR	(detailed stop locations included in plan)
DA, NFR	CDOT	North I-25 Final Environmental Impact Statement ROD		North I-25 EIS ROD	Greeley Commuter Bus	Denver-Greeley Commuter Bus	Denver-Greeley	Adams, Weld					S			IR, R, L	
EA, UPR, NFR	CDOT	Eastern Regional Transit Plan			Wray to Fort Collins Service	Essential Bus Service from Wray to Fort Morgan/Greeley/Loveland/Fort Collins 3 days per week, 2 trips per day	Yuma, Washington, Morgan, Weld, Boulder						S	X	Long	IC	
NFR	CDOT	Statewide Transit Plan			Evans to Berthoud Service	Regional Service From Evans to Johnston, to Berthoud 5 days/week, 8 trips/day	Fronts-Berthoud						S	X	Long	IC	
NFR	CDOT	Statewide Transit Plan			Estes Park to Loveland Service	Regional Service From Estes Park to Loveland 5 days/week, 4 trips/day	Estes Park-Loveland	Larimer					S	X	Long	IC	

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 16, 2018	FY2018 Program of Projects (POP)	Kaley Zeisel - Transfort
Objective/Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for FFY 2018 FTA sections 5307, 5310 and 5339 apportionment for the Fort Collins TMA.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2018 Federal Transit Administration (FTA) Section's 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY18 funding:</p> <ul style="list-style-type: none"> • Fort Collins will enter into swap arrangements with all participating agencies whereby the City exchanges local funding for Federal funding, freeing participating agencies from future Federal Triennial reviews. • A public meeting was held from 9:30 to 11:00 am at the Downtown Transit Center in Fort Collins on April 26, 2018. Public notice of the meeting was published in the two primary TMA newspapers. • An online notice was on the Transfort website for two weeks with contact information to provide feedback. • Full FY18 apportionments have not yet been released, program funding amounts were estimated using FY17 full apportionments and FY18 6/12 apportionments. 		
Committee Discussion		
This is the first time TAC has discussed the FFY 2018 TMA POP for recommendation to Planning Council for approval.		
Supporting Information		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for reach project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s). • Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP) • Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations • Ensure the annual POP complies with the requirements that at least one percent of the apportionment is used for associated transit improvements and that at least one percent is 		

used for public transportation security projects unless all security needs are certified to have been met

- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the June 7, 2018 Planning Council meeting for approval and subsequent inclusion in the FY2018-FY2021 TIP and FY2017-2020 STIP.

Advantages

Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.

Disadvantages

None noted

Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment

Attachments

- FFY 2018 Program of Projects
- April 26, 2018 Public Hearing Public Notice
- FTA 5307, 5310 and 5339 Factsheets
- FFY18 6/12 apportionment notices

Rev. 9/17/2014

2018 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2018 FTA SECTION 5307 - \$4,506,999

Project Description	Project Sponsor	Total Project Cost	Source of Funds (Federal and Local)
Rehab/Renovate Mobile Surveillance and Security Equipment	Fort Collins	\$56,338	\$45,070 Federal and \$11,267.50 local - 20% local match requirement
Rehab/Renovate Historic Mass Transportation Buildings	Fort Collins	\$56,338	\$45,070 Federal and \$11,267.50 local - 20% local match requirement
Preventative Maintenance - Facilities	Fort Collins	\$215,000	\$172,000 Federal and \$43,000 local - 20% local match requirement
Preventative Maintenance - Rolling Stock	Fort Collins	\$2,092,325	\$1,673,860 Federal and \$418,465 local - 20% local match requirement
Capital Costs of Operating	Fort Collins	\$1,092,250	\$436,900 Federal and \$655,350 local - 60% local match requirement
Operating Expenses	Fort Collins	\$4,268,198	\$2,134,099 Federal and \$2,134,099 Local - 50% local match requirement
Total Project Costs - Fort Collins		\$7,780,448	
Total Federal Costs - Fort Collins		\$4,506,999	

FFY 2018 FTA SECTION 5310 - \$195,314
FFY 2016 FTA SECTION 5310 - \$189,213

Project Description	Project Sponsor	Total Project Cost	Source of Funds (Federal and Local)
Continuation of Dial-A-Taxi program (Fort Collins and Loveland)	Fort Collins	\$244,143	\$195,314 Federal (FFY18) and \$48,829 Local - 20% local match requirement
Paratransit Vehicle Replacement	Fort Collins	\$160,000	\$128,000 Federal (FFY16) and \$32,000 Local - 20% local match requirement
Travel Training Program	Fort Collins	\$76,513	\$61,213 Federal (FFY16) and \$15,300 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$480,656	
Total Federal Costs - Fort Collins		\$384,527	

FFY 2018 FTA SECTION 5339 - \$399,473
FFY 2015/16 FTA SECTION 5339 - \$208,000

Project Description	Project Sponsor	Total Project Cost	Source of Funds (Federal and Local)
Vehicle Replacement - Non Revenue Service Vehicles	Fort Collins	\$260,000	\$208,000 Federal (FFY15/16) and \$52,000 Local - 20% local match requirement
Rehab/Renovate Technology Equipment	Fort Collins	\$499,341	\$399,473 Federal (FFY18) and \$99,868 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$759,341	
Total Federal Costs - Fort Collins		\$607,473	

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2018 Federal Transit Administration (FTA) Section's 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY18 Section 5307 available funding: \$ 4,506,999
- FY18 Section 5310 available funding: \$195,314
- FY18 Section 5339 available funding: \$399,473
- FY15/16 Section 5339 available funding: 208,000
- FY16 Section 5310 available funding: \$189,213

The Proposed Program of Projects (POP) includes:

5307 Program

1. Rehab/Renovate Mobile Surveillance and Security Equipment \$56,337.50
2. Rehab/Renovate Historic Mass Transportation Buildings (including operating expenses) \$56,337.50
3. Preventative Maintenance – Facilities \$215,000.00
4. Preventative Maintenance – Rolling Stock \$ 2,092,325.00
5. Capital Costs – Contracting \$1,092,250.00
6. Operating Expenses \$ 4,268,198.00

5310 Program

1. Operating Expenses – Travel Training Program (FY16) – \$61,213
2. Vehicle Replacement – Paratransit Vehicle Purchase (FY16) – \$128,000
3. Operating Expenses – Access A Cab: Paratransit Service (FY18) – \$195,314

5339 Program

1. Vehicle Replacement – Service Vehicles (FY15/16) – \$208,000
2. Rehab/Renovate Technology Equipment (FY18) – \$399,473

Total Project Costs - \$9,020,448.25

Total Federal Costs - \$5,498,999.00

Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / kzeisel@fcgov.com). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of

Projects. The public is invited to comment on the POP and other amendments to the FY 2018 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 9:30 – 11:00 am April 26, 2018 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. Comments can also be submitted via the Transfort website (ridetransfort.com) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2018 Program of Projects will be considered the final Program of Projects and will be forwarded to the May 16, 2018 meeting of the Transportation Advisory Council and the June 7, 2018 NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation
Federal Transit Administration



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

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

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

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

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

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

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

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

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

What's Changed?

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

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

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

Funding:

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

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

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

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

Other:

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

For Additional Information on FTA and the FAST Act, please visit: www.transit.dot.gov/fastact



U.S. Department of Transportation
Federal Transit Administration



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

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

PROGRAM PURPOSE:

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

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

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

Eligible Recipients:

Formula funds are apportioned to direct recipients:

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

Eligible Activities:

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

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

What’s Changed?

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

Funding:

Federal Share:

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

Formula Details:

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

Other:

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding. One example is [Older Americans Act \(OAA\) Title IIIB Supportive Services Funds](#).
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs ([find local programs](#)) and the [USDA Summer Food Service Program](#). Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide [half-fare service for fixed-route service](#) supported with FTA funds to older adults and individuals with disabilities who present a Medicare card.

For Additional Information on FTA and the FAST Act, please visit: www.transit.dot.gov/fast



U.S. Department of Transportation
Federal Transit Administration



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

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

Purpose

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

Statutory References

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

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

Eligible Recipients

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

Eligible Activities

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

What's Changed?

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

Funding

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

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 16, 2018	FY 2019-2022 TIP	Medora Kealy
Objective / Request Action		
To recommend Planning Council approval of the FY 2019-2022 Transportation Improvement Program (TIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The NFRMPO is converting to an annual TIP adoption cycle to better align with CDOT's Statewide Transportation Improvement Program (STIP). 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. A call for roll-forwards will be held in late spring to roll unbudgeted FY18 funding into FY19. Planning Council Adoption of the FY 2019-2022 TIP is anticipated at their June 7, 2018 meeting. At the Federal Certification site visit on March 27, FHWA and FTA recommended adding additional detail to the TIP on the Financial Plan, performance measures, and transit projects. The Draft FY 2019-2022 TIP, made available for a 30-day public comment period on April 30, includes the recommended additions. 		
Committee Discussion		
The process for converting to an annual TIP adoption cycle was a Discussion Item at the February 21, 2018 TAC meeting. At the March 21 TAC meeting, TAC discussed the Draft FY 2019-2022 TIP. The Draft FY 2019-2022 TIP was a Discussion Item at the April 5 Planning Council meeting.		
Supporting Information		
<ul style="list-style-type: none"> The FY 2019-2022 is available at https://nfrmpo.org/wp-content/uploads/fy2019-2022-tip-public-comment.pdf. 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. Additional project selections made through the Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) processes will be added into the TIP as the information becomes available. The public comment period for the Draft FY 2019-2022 TIP opened on April 30, 2018 and closes on May 29, 2018. 		
Advantages		
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.		
Disadvantages		
None noted.		
Analysis /Recommendation		
Staff supports TAC recommending Planning Council adopt the FY 2019-2022 TIP.		
Attachments		
None.		

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 16, 2018	May 2018 TIP Amendment	Medora Kealy

Objective / Request Action

To recommend Planning Council approval of the May 2018 TIP Amendment to the FY2018-FY2021 TIP.

- Report
- Work Session
- Discussion
- Action

Key Points

NFRMPO staff received seven Amendment requests for the May 2018 TIP Amendment cycle.

CDOT R4 is requesting to add one project:

- Adding the *Traffic Management Center (TMC)* project with \$20k state discretionary funds for the design of the Region 4 TMC.

Table 1: Traffic Management Center Project Funding in Thousands

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Requested Net Change	Request Total
State	\$0	\$20	\$0	\$0	\$20
Total	\$0	\$20	\$0	\$0	\$20

The City of Fort Collins is requesting to revise one project and to add three projects:

- Revising the scope of the *Transfort CNG Bus Replacement* project by including the purchase of an electric bus (eBus) and associated infrastructure and adding \$775k federal CMAQ, \$190k local, and \$135k local overmatch in FY19. Revising the scope of the project increases the emissions benefit and the cost effectiveness of the emissions benefit, as shown in the attachment.

Table 2: Transfort CNG Bus Replacement Project Funding in Thousands

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Requested Net Change	Request Total
Federal	\$3,189	\$775	\$0	\$775	\$3,964
Local	\$663	\$325	\$0	\$325	\$988
Total	\$3,852	\$1,100	\$0	\$1,100	\$4,952

- Adding the *Cutaway Purchase* project with \$128k federal FTA 5310 funding and \$32k local funding in FY19.

Table 3: Cutaway Purchase Project Funding in Thousands

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Requested Net Change	Request Total
Federal	\$0	\$128	\$0	\$128	\$128
Local	\$0	\$32	\$0	\$32	\$32
Total	\$0	\$160	\$0	\$160	\$160

- Adding the *Travel Training Salary* project with \$61k federal FTA 5310 funding and \$15k local funding in FY19.

Key Points, Continued

Table 4: Travel Training Salary Project Funding in Thousands

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Requested Net Change	Request Total
Federal	\$0	\$61	\$0	\$61	\$61
Local	\$0	\$15	\$0	\$15	\$15
Total	\$0	\$76	\$0	\$76	\$76

- Adding the *Transfort Gas Support Vehicles* project with \$200k state FASTER Transit Local funding and \$50k local funding in F19.

Table 5: Transfort Gas Support Vehicles Project Funding in Thousands

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Requested Net Change	Request Total
State	\$0	\$200	\$0	\$200	\$200
Local	\$0	\$50	\$0	\$50	\$50
Total	\$0	\$250	\$0	\$250	\$250

The City of Greeley is requesting to add one project:

- Adding the *2019 NFR - GET 40' Bus Replacement* project with \$459k federal FTA \$5339 funds and \$50k local funds in FY19.

Table 6: 2019 NFR - GET 40' Bus Replacement Project Funding in Thousands

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Requested Net Change	Request Total
Federal	\$0	\$459	\$0	\$459	\$459
Local	\$0	\$110	\$0	\$110	\$110
Total	\$0	\$569	\$0	\$569	\$569

The City of Loveland is request to revise one project:

- Revising the scope of the *COLT CNG Bus Replacement* project to include clean diesel. The emissions benefit, as shown in the attachment, remains the same.

Committee Discussion

This is the first and only time TAC will see the May 2018 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the May 2018 TIP Amendment begins on May 9 and concludes on June 7.

An environmental justice analysis is not required for the May 2018 TIP Amendment, since the projects are either not location-specific or are not impacting a new location.

Funding Types and Uses

Congestion Mitigation and Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.

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

Supporting Information, Continued

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.

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

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2018-2021 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

Staff supports the May 2018 TIP Amendment to the FY2018-2021 TIP.

Attachments

- May 2018 Policy Amendment Form
- Transfort CNG Bus Replacement Emissions Calculations: Original, Revised CNG, and Revised CNG + eBus
- COLT Bus Replacement Emissions Calculations: Original and Revised

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Policy Amendment #2018-A5

Prepared by: Medora Kealy DATE: 5/9/2018

Submitted to: CDOT

Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-19 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23
Strategic														
NEW ENTRY	2018-23	Traffic Management Center	CDOT	Intelligent Transportation System	State	Discretionary	-	20	0	0	0	20	-	-
	SR46600				Total		-	20	0	0	0	20	-	-
Project Description: R4 Traffic Management Center														
Reason: Adding the Traffic Management Center project with \$20K in state discretionary funds in FY18 to initiate design for R4 HQ.														

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY	2016-005	Transfort CNG Bus Replacement	Fort Collins	Rolling Stock Replacement	Federal	CMAQ	-	793	-	-	-	793	-	-
	SST7007.005				Federal	CMAQ	-	2,396	-	-	-	2,396	-	-
					Local	Local	-	165	-	-	-	165	-	-
					Local	Local	-	498	-	-	-	498	-	-
					Total		-	3,852	-	-	-	3,852	-	-
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles.														
REVISED ENTRY	2016-005	Transfort CNG and eBus Replacement	Fort Collins	Vehicle Replacement	Federal	CMAQ	-	793	775	-	-	1,568	-	-
					Federal	CMAQ	-	2,396	-	-	-	2,396	-	-
					Local	Local	-	165	190	-	-	355	-	-
					Local	Local	-	498	-	-	-	498	-	-
					Local Overmatch	Local Overmatch	-	-	135	-	-	135	-	-
					Total		-	3,852	1,100	-	-	4,952	-	-
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles to replace existing heavy duty vehicles and purchase of one electric bus including infrastructure.														
Reason: Scope change to existing project to add an electric bus (eBus) and associated infrastructure, and adding \$775k federal, \$190k local, and \$135k local overmatch in FY19.														

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

PREVIOUS ENTRY	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	CMAQ	-	363	363	-	-	726	-	-
	SST7007.011				Local	Local	-	75	75	-	-	151	-	-
					Total		-	438	438	-	-	877	-	-
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
REVISED ENTRY	2018-001	COLT CNG Bus Replacement	Loveland	Rolling Stock Replacement	Federal	CMAQ	-	363	363	-	-	726	-	-
					Local	Local	-	75	75	-	-	151	-	-
					Total		-	438	438	-	-	877	-	-
Project Description: Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
Reason: Original project description inaccurately included clean diesel. Officially revise project scope to include clean diesel, due to similar emissions benefits.														

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

NEW ENTRY	2019-010	Cutaway Purchase	Fort Collins	Vehicle Replacement	Federal	FTA FY16 5310	-	-	128	-	-	128	-	-
					Local	Local	-	-	32	-	-	32	-	-
					Total		-	-	160	-	-	160	-	-
Project Description: Purchase of two Cutaways for ADA Paratransit Service														
Reason: New project funded with \$128k federal and \$32k local in FY19 transferred from the Access A Cab (#2016-025) project.														
NEW ENTRY	2019-011	Travel Training Salary	Fort Collins	Operations	Federal	FTA FY16 5310	-	-	61	-	-	61	-	-
					Local	Local	-	-	15	-	-	15	-	-
					Total		-	-	76	-	-	76	-	-
Project Description: Travel Training Salary and Wages														
Reason: New project funded with \$61k federal and \$15k local in FY19 transferred from the Access A Cab (#2016-025) project.														

FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Policy Amendment #2018-A5

Submitted to: CDOT		Prepared by: Medora Kealy										DATE: 5/9/2018			
Project Type	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	FY 16-19 TIP TOTAL	FY 18	FY 19	FY 20	FY 21	FY 18-21 TIP TOTAL	FY 22	FY 23	
FTA 5339 - Bus and Bus Facilities Program															
NEW ENTRY	2019-008	2019 NFR - GET 40' Bus Replacement	CDOT	Replacement	Federal Local Total	FTA 5339 Local	- -	459 110 569	- -	- -	- -	459 110 569	- -	- -	
Project Description: NFR - GET Bus Replacement															
Reason: New project. Recent FY19 Transit Capital Grant Awarded from CDOT, announced April 2018.															

FASTER Transit														
NEW ENTRY	2019-009	Transfort Gas Support Vehicles	Fort Collins	Capital Purchase	State Local Total	FASTER Local	- -	200 50 250	- -	- -	- -	200 50 250	- -	- -
Project Description: Replacement of end-of-life non-revenue pool vehicles														
Reason: New project. Recent FY19 Transit Capital Grant Awarded from CDOT, announced April 2018.														

**Transfort CNG Bus Replacement Emissions Calculations:
Original, Revised CNG, and Revised CNG + eBus**

Original

Project Name: CNG Bus Replacement
Submitter: Kurt Ravenshlag

Cost Effectiveness Calculation for Multiple Worksheet Projects (307 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-1,355.74	-1,355.74
2	Long-Term Benefit (2-5 years)	-5,422.94	-5,422.94
3	Total Federal Request	\$3,311,600.00	\$3,311,600.00
4	Emissions in KG/day (sum of all applicable worksheets)	-5.65	-5.65
5	Conversion to tons per day (L4*0.0011)	-0.01	-0.01
6	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L4*240	-8,671.06	-8,671.06
7	Emissions reduction over 5 years of the project (Tons/5 years) = 5*L5*240	-9.54	-9.54
8	Cost per ton over 5 years (L3/L7)	\$347,194.57	\$347,194.57
9	Cost per Kg over 5 years (L3/L6)	\$381.91	\$381.91

Comments:

Revised CNG

Project Name: CNG Bus Replacement
Submitter: Kaley Zeisel

Cost Effectiveness Calculation for Multiple Worksheet Projects (307 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-9,713.21	-9,713.21
2	Long-Term Benefit (2-5 years)	-38,852.83	-38,852.83
3	Total Federal Request	\$3,311,600.00	\$3,311,600.00
4	Emissions in KG/day (sum of all applicable worksheets)	-40.47	-40.47
5	Conversion to tons per day (L4*0.0011)	-0.04	-0.04
6	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L4*240	-62,124.06	-62,124.06
7	Emissions reduction over 5 years of the project (Tons/5 years) = 5*L5*240	-68.34	-68.34
8	Cost per ton over 5 years (L3/L7)	\$48,460.22	\$48,460.22
9	Cost per Kg over 5 years (L3/L6)	\$53.31	\$53.31

Comments:

Revised CNG + eBus

Project Name: CNG Bus Replacement
Submitter: Kaley Zeisel

Cost Effectiveness Calculation for Multiple Worksheet Projects (307 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-12,016.82	-12,016.82
2	Long-Term Benefit (2-5 years)	-48,067.26	-48,067.26
3	Total Federal Request	\$4,087,323.00	\$4,087,323.00
4	Emissions in KG/day (sum of all applicable worksheets)	-50.07	-50.07
5	Conversion to tons per day (L4*0.0011)	-0.06	-0.06
6	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L4*240	-76,857.55	-76,857.55
7	Emissions reduction over 5 years of the project (Tons/5 years) = 5*L5*240	-84.54	-84.54
8	Cost per ton over 5 years (L3/L7)	\$48,345.91	\$48,345.91
9	Cost per Kg over 5 years (L3/L6)	\$53.18	\$53.18

Comments:

COLT Bus Replacement Emissions Calculations: Original and Revised

Original

Project Name: CNG Bus Replacement
 Submitter: David W. Klockeman

Cost Effectiveness Calculation for Multiple Worksheet Projects (307 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-1041.5282	-1041.5282
1	Long-Term Benefit (2-5 years)	-4166.1128	-4166.1128
2	Total Federal Cost	\$2,343,720.00	\$2,343,720.00
3	Emissions in KG/day (sum of all applicable worksheets)	-3.3926	-3.3926
4	Conversion to tons per day (L3*0.0011)	-0.00373186	-0.00373186
5	Emissions reduction over 5 years of the project (Kg/5 years) =H1*H3*240	-5207.641	-5207.641
6	Emissions reduction over 5 years of the project (Tons/5 years) = H1*H4*240	-5.7284051	-5.7284051
7	Cost per ton over 5 years (L2/L6)	\$409,140.06	\$409,140.06
8	Cost per Kg over 5 years (L2/L5)	\$450.05	\$450.05

Comments:

Revised

Project Name: Clean Diesel Bus Replacement
 Submitter: David W. Klockeman

Cost Effectiveness Calculation for Multiple Worksheet Projects (307 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-1041.5282	-1041.5282
1	Long-Term Benefit (2-5 years)	-4166.1128	-4166.1128
2	Total Federal Cost	\$2,343,720.00	\$2,343,720.00
3	Emissions in KG/day (sum of all applicable worksheets)	-3.3926	-3.3926
4	Conversion to tons per day (L3*0.0011)	-0.00373186	-0.00373186
5	Emissions reduction over 5 years of the project (Kg/5 years) =H1*H3*240	-5207.641	-5207.641
6	Emissions reduction over 5 years of the project (Tons/5 years) = H1*H4*240	-5.7284051	-5.7284051
7	Cost per ton over 5 years (L2/L6)	\$409,140.06	\$409,140.06
8	Cost per Kg over 5 years (L2/L5)	\$450.05	\$450.05

Comments:

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 16, 2018	FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects	Medora Kealy
Objective / Request Action		
To recommend additional allocations of FY18 Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program - Metro (STP Metro) funds to projects selected in the 2014 Call for Projects.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • The December 31, 2017 reconciliation by CDOT identifies \$2,039,472 in unprogrammed FY18 CMAQ funds and \$1,273,027 in unprogrammed FY18 STP Metro funds. • Projects receiving additional allocations must obligate the award in a timely manner. Project sponsors must identify whether or not additional funds can be obligated as such. • In consultation with project sponsors, staff developed proposed additional allocations based on the 2014 Call for Projects Scoring Process. Changes to the proposal since the Discussion at the March 21 TAC meeting are in bold. • Due to delay of the allocation, the FY18 allocations will be programmed in FY19 in the TIP. • Proposed additional allocations of \$2,039,472 for CMAQ: <ul style="list-style-type: none"> ○ Signal Timing Pool (13%) = \$83,618 <ul style="list-style-type: none"> ▪ Since all projects were funded, move signal timing funds to the CNG Bus Replacement pool. ○ CNG Bus Replacement Pool (46%) = \$1,142,104 + \$83,618 = \$1,225,723 <ul style="list-style-type: none"> ▪ Provide \$450,000 to the #5 ranked project, Greeley's <i>GET CNG Bus Replacement</i>. ▪ Contingent on an approved scope change and recalculated emissions benefits, provide \$775,723 to Fort Collins' <i>Transfort CNG Bus Replacement</i> project for the purchase of an electric bus and infrastructure. ○ CNG Equipment Pool (41%) = \$813,749 <ul style="list-style-type: none"> ▪ Fully fund the #2/#3 ranked project, Weld County's <i>Vehicle Replacement and Facility Expansion</i> with \$315,119. As approved by Council, the <i>Facility Expansion</i> project was fully funded and the <i>Vehicle Replacement</i> project was partially funded. However, due to A) the suspension of the Buy America Waiver application process, B) the revised cost estimate of the Facility Expansion project from \$780,000 to \$2,215,755, and C) the revised CMAQ emissions calculations in the attachments which show no change to the emissions reduced and a lower cost per benefit than other CNG equipment pool projects, the \$315,119 is to be applied to the <i>Facility Expansion</i> project. ▪ Move \$498,630 for the <i>CNG Fast Fill Stations</i> project from FY20 and FY21 to FY19, and change the project sponsor from Larimer County to Loveland. This will allow the programming of FY18 CMAQ funds in the near-term, while freeing up \$498,630 FY20 and FY21 funds for programming at a later date. • Proposed additional allocations of \$1,273,027 for STP Metro: <ul style="list-style-type: none"> ○ Small Community Pool (28.5%) = \$362,813 <ul style="list-style-type: none"> ▪ Due to ineligibility of Evans' <i>65th Ave Widening</i> project, which will be completed prior to the FY18 allocation, move all funds to the Large Community Pool. 		

Key Points, Continued

- Large Community Pool (71.5%) = \$910,214 + \$362,813 = \$1,273,027
 - Fully fund the #1 ranked project, Loveland's *US 34 Widening*, with \$760,285.
 - Provide half of remaining funds, \$256,371, to the partially-funded #3 ranked project, Greeley's *10th Street Access Control Implementation*.
 - Provide other half of remaining funds, \$256,371, to the unfunded #3 ranked project, Fort Collins' *US 287 Intersection Improvements*.

Committee Discussion

TAC discussed the FY18 additional allocation at the March 21 meeting, and requested project sponsors identify project needs offline. The FY18 additional allocation was an Action item at the April 16 TAC meeting, but TAC voted to pull the item from the agenda to allow additional time for offline discussion.

Supporting Information

- The 2014 Call for Projects scoring process:
 - CMAQ - Additional funding will be assigned to the next highest ranked, partially-funded project in each category. Funds are split into the three project pools (Signal Timing, Bus Replacement, and Compressed Natural Gas (CNG) Equipment and Stations) using the following guidelines:

Signal Timing:	13% of Total
Bus Replacement:	46% of Total
CNG Equipment and Stations:	41% of Total
<hr/>	
100% CMAQ Funds	
 - STP Metro - Additional funding is split between the small and large community pools (71.5 percent for large communities, 28.5 percent for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially-funded project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be backfilled in the large or small pool as needed when they become available.

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2018-2021 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

Staff requests TAC recommend Planning Council approval of the additional allocation of FY18 CMAQ and STP Metro funds to projects selected in the 2014 Call for Projects.

Attachments

- CMAQ Proposed Additional Allocations based on December 31, 2017 Reconciliation
- *CNG Fueling Facility Expansion* Emissions Calculations: Original and Revised
- Emissions Benefits for Other CNG Equipment Pool Projects in 2014 Call
- STP Metro Proposed Additional Allocations based on December 31, 2017 Reconciliation

**CMAQ
Proposed Additional Allocations based on December 31, 2017 Reconciliation**

Additional FY18 funding total (as of December 31, 2017): \$2,039,472

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 5/9/2018)	Unfunded	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Federal Fiscal Year				
								Previous Years	2018	2019	2020	2021
Signal Timing Pool												
Pool Share of 13% = \$83,618												
Greeley	Greeley Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	(\$83,618 allocated to CNG Bus Replacement)	\$0	\$185,000	-	-	-	-
Loveland	Loveland Traffic Optimization	\$380,000	\$380,000	\$0	4		\$0	\$380,000	-	-	-	-
Loveland	Loveland Adaptive Signals	\$770,000	Project funded in 2016 Call		6		\$770,000	-	-	-	-	-
CNG Bus Replacement Pool												
Pool Share of 46% = \$1,142,104												
Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,175,831	\$1,717,102	5	\$450,000	\$1,267,102	\$1,839,010	\$778,567	\$2,008,255	-	-
Fort Collins	Transfort CNG Bus Replacement	\$3,311,600	\$3,189,266	\$122,334	7	\$775,723	-\$653,389	\$2,396,113	\$793,154	\$775,723	-	-
Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	-	\$1,481,384	\$363,308	\$363,308	\$363,308	-	-
CNG Equipment Pool												
Pool Share of 41% = \$813,749												
Weld County	Vehicle Replacement /Facility Expansion/LaSalle Vehicle Replacement	\$5,303,429	\$4,988,310	\$315,119	2,3	\$315,119	\$0	\$3,198,974	\$887,936	\$901,400	-	-
Loveland	Loveland CNG Vehicle Replacement	\$2,343,720	\$383,147	\$1,960,573	9	-	\$1,960,573	\$127,716	\$127,716	\$127,716	-	-
Larimer County	Larimer County CNG Vehicle Replacement	\$1,473,662	\$383,147	\$1,090,515	10	-	\$1,090,515	\$191,574	\$95,787	\$95,787	-	-
Total		\$21,868,344	\$14,411,317	\$6,687,027	-	\$1,540,842	\$5,916,185	\$8,318,385	\$3,046,467	\$4,272,188	-	-

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 5/9/2018)	Unfunded	Rank	Proposed FY19 Allocation	Proposed Remaining Unfunded	Federal Fiscal Year				
								Previous Years	2018	2019	2020	2021
Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	8	-	\$1,460,000	-	-	-	\$950,000	\$950,000
Greeley	GET Diesel Bus Replacement	\$3,027,834	\$1,513,000	\$1,514,834	5	-	\$1,514,834	-	-	-	\$756,500	\$756,500
Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	1	-	\$0	-	-	-	\$430,500	-
Larimer County -> Loveland	CNG Fast Fill Stations	\$827,900	\$827,900	\$0	3	\$498,630	\$0*	-	-	\$498,630	-	\$329,270
Loveland	Traffic Signal Progression Improvements - US 34	\$640,000	\$640,000	\$0	2	-	\$0	-	-	-	\$640,000	-
Loveland	COLT Diesel Bus Replacement	\$768,000	\$384,000	\$384,000	6	-	\$384,000	-	-	-	-	\$384,000
Loveland	Loveland Diesel Fleet Replacement	\$663,600	\$384,000	\$279,600	7	-	\$279,600	-	-	-	-	\$384,000
Weld County	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	4	-	\$976,400	-	-	-	\$1,050,000	\$1,150,000
Total		\$12,894,234	\$8,279,400	\$4,614,834	-	\$498,630	\$4,614,834	\$0	\$0	\$498,630	\$3,827,000	\$3,953,770

Total FY19 Additional Allocations \$2,039,472

*Moving \$498,630 for the CNG Fast Fill Stations project from FY20 and FY21 to FY19, for a net change of \$0

CNG Fueling Facility Expansion Emissions Calculations: Original and Revised

Original

Project Name: CNG Fueling Facility Expansion
Submitter: Janet Lundquist

Cost Effectiveness Calculation for Multiple Worksheet Projects (252 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-13,887.72	-13,887.72
1	Long-Term Benefit (2-5 years)	-55,550.88	-55,550.88
2	Total Federal Request	\$645,762.00	\$645,762.00
3	Emissions in KG/day (sum of all applicable worksheets)	-55.11	-55.11
4	Conversion to tons per day (L3*0.0011)	-0.060621	-0.060621
5	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L3*252	-69438.6	-69438.6
6	Emissions reduction over 5 years of the project (Tons/5 years) = L1*L4*252	-76.38246	-76.38246
7	Cost per ton over 5 years (L2/L6)	\$8,454.32	\$8,454.32
8	Cost per Kg over 5 years (L2/L5)	\$9.30	\$9.30

Comments:

Revised

Project Name: CNG Fueling Facility Expansion
Submitter: Janet Lundquist

Cost Effectiveness Calculation for Multiple Worksheet Projects (252 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-13,887.72	-13,887.72
1	Long-Term Benefit (2-5 years)	-55,550.88	-55,550.88
2	Total Federal Request	\$960,881.00	\$960,881.00
3	Emissions in KG/day (sum of all applicable worksheets)	-55.11	-55.11
4	Conversion to tons per day (L3*0.0011)	-0.060621	-0.060621
5	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L3*252	-69438.6	-69438.6
6	Emissions reduction over 5 years of the project (Tons/5 years) = L1*L4*252	-76.38246	-76.38246
7	Cost per ton over 5 years (L2/L6)	\$12,579.86	\$12,579.86
8	Cost per Kg over 5 years (L2/L5)	\$13.84	\$13.84

Comments:

Emissions Benefits for Other CNG Equipment Pool Projects in 2014 Call

Project Name: CNG Vehicle Replacement
Submitter: Janet Lundquist

Cost Effectiveness Calculation for Multiple Worksheet Projects (252 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-8721.72	-8721.72
1	Long-Term Benefit (2-5 years)	-34886.88	-34886.88
2	Total Federal Request	\$4,550,040.00	\$4,550,040.00
3	Emissions in KG/day (sum of all applicable worksheets)	-34.61	-34.61
4	Conversion to tons per day (L3*0.0011)	-0.038071	-0.038071
5	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L3*252	-43608.6	-43608.6
6	Emissions reduction over 5 years of the project (Tons/5 years) = L1*L4*252	-47.96946	-47.96946
7	Cost per ton over 5 years (L2/L6)	\$94,852.85	\$94,852.85
8	Cost per Kg over 5 years (L2/L5)	\$104.34	\$104.34

Comments:

Project Name: CNG Vehicle Replacement
Submitter: David W. Klockeman

Cost Effectiveness Calculation for Multiple Worksheet Projects (252 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-1037.64024	-1037.64024
1	Long-Term Benefit (2-5 years)	-4150.56096	-4150.56096
2	Total Federal Cost	\$2,343,720.00	\$2,343,720.00
3	Emissions in KG/day (sum of all applicable worksheets)	-4.11762	-4.11762
4	Conversion to tons per day (L3*0.0011)	-0.004529382	-0.004529382
5	Emissions reduction over 5 years of the project (Kg/5 years) =L1*L3*252	-5188.2012	-5188.2012
6	Emissions reduction over 5 years of the project (Tons/5 years) = L1*L4*252	-5.70702132	-5.70702132
7	Cost per ton over 5 years (L2/L6)	\$410,673.08	\$410,673.08
8	Cost per Kg over 5 years (L2/L5)	\$451.74	\$451.74

Comments:

Project Name: Larimer County CNG Vehicles
Submitter: Suzette Mallette

Cost Effectiveness Calculation for Multiple Worksheet Projects (252 Day per Year)

Line No.	Description of Data Item/Formula	VOC	NOx
1	Short- Term Benefit (1 year)	-744.84	-744.84
2	Long-Term Benefit (2-5 years)	-2,979.35	-2,979.35
3	Federal Request	\$1,473,662.00	\$1,473,662.00
4	Emissions in KG/day (sum of all applicable worksheets)	-2.96	-2.96
5	Conversion to tons per day (L4*0.0011)	0.00	0.00
6	Emissions reduction over 5 years of the project (Kg/5 years) =L4*5*252	-3,724.18	-3,724.18
7	Emissions reduction over 5 years of the project (Tons/5 years) = L5*5*252	-4.10	-4.10
8	Cost per ton over 5 years (L3/L7)	\$359,728.05	\$359,728.05
9	Cost per Kg over 5 years (L3/L6)	\$395.70	\$395.70

Comments:

FY2016-2019 STP Metro

Proposed Additional Allocations based on December 31, 2017 Reconciliation

Projects approved by Planning Council on December 4, 2014

Additional FY18 funding total (as of December 31, 2017): **\$1,273,027**

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 5/9/2018)	Unfunded	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Federal Fiscal Year			
								2016	2017	2018	2019
CDOT											
CDOT	I-25 Truck Climbing Lane	\$3,000,000	\$3,000,000	\$0	1	-	\$0	\$3,000,000	-	-	-
CDOT	I-25/Crossroads	\$2,000,000	\$2,000,000	\$0	1	-	\$0	-	\$1,000,000	\$1,000,000	-
Large Communities											
Large Community Share of 71.5% = \$910,214 + \$361,813 = \$1,273,027											
Fort Collins	Horsetooth and College Intersection Imp.	\$2,400,000	\$2,400,000	\$0	2	-	\$0	-	\$555,045	\$1,844,955	-
Loveland	US 34 Widening	\$2,320,000	\$1,559,715	\$760,285	1	\$760,285	\$0	-	\$1,098,244	\$1,221,756	\$1,221,756
Larimer County/Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5	-	\$0	-	\$532,014	\$532,014	\$333,841
Greeley	10 th Street Access Control Implementation	\$3,100,000	\$1,498,216	\$1,601,784	3	\$256,371	\$1,345,413	-	-	-	\$1,754,587
Fort Collins	US 287 Intersection Improvements	\$1,168,000	\$0	\$1,168,000	3	\$256,371	1,168,000	-	-	-	\$256,371
Small Communities											
Small Community Share of 28.5% = \$362,813 moved to Large Communities											
Evans	65 th Ave Widening	\$1,808,259	\$1,423,554	\$384,705	3	-	\$384,705	-	\$1,423,555	-	-
Stanton/Weld County	Collins Street Resurfacing	\$103,440	\$103,440	\$0	2	-	\$0	-	\$103,440	-	-
Berthoud/Larimer County	LCR 17 Expansion	\$1,000,000	\$1,000,000	\$0	1	-	\$0	-	-	\$532,000	\$1,334,000
Total		\$17,765,554	\$13,850,780	\$3,914,774	-	\$1,273,027	\$1,730,118	\$3,000,000	\$3,082,040	\$5,007,213	\$4,644,184



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

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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 III/
Mobility Coordinator
Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Ryan Dusil and Medora Kealy

Date: May 16, 2018

Re: Regionally Significant Corridor (RSC) Criteria Review

Background

Regionally Significant Corridors (RSCs) were identified in the *2040 Regional Transportation Plan (RTP)* to focus limited transportation dollars on the corridors most significant to the region.

Identifying a corridor as an RSC has several implications:

- RSCs comprise the regional roadway network;
- A corridor vision is developed for each RSC in the RTP;
- Capacity projects on RSCs trigger air quality conformity requirements; and
- Projects must be on an RSC to be eligible for Surface Transportation Block Grant (STBG) and Congestion Mitigation & Air Quality (CMAQ) funds

To ensure RSCs reflect regional priorities in the *2045 RTP*, staff reviewed the RSC criteria in the *2040 RTP* and identified proposed criteria revisions. Additionally, staff considered concerns raised by Planning Council members during the development of the *2040 RTP* about RSCs, including unpaved roads. Following discussion at the April 18 TAC meeting, staff revised the proposed 2045 RSCs and criteria. The revisions include realigning proposed RSCs, incorporating the federal aid eligibility definition¹, incorporating the federally recognized functional classification, and considering the regional nature of each segment.

The following table identifies the RSC criteria in the *2040 RTP* and the proposed RSC criteria for the *2045 RTP*.

The attached Proposed RSC Eligibility map identifies how the proposed criteria apply to the roadways in the North Front Range region.

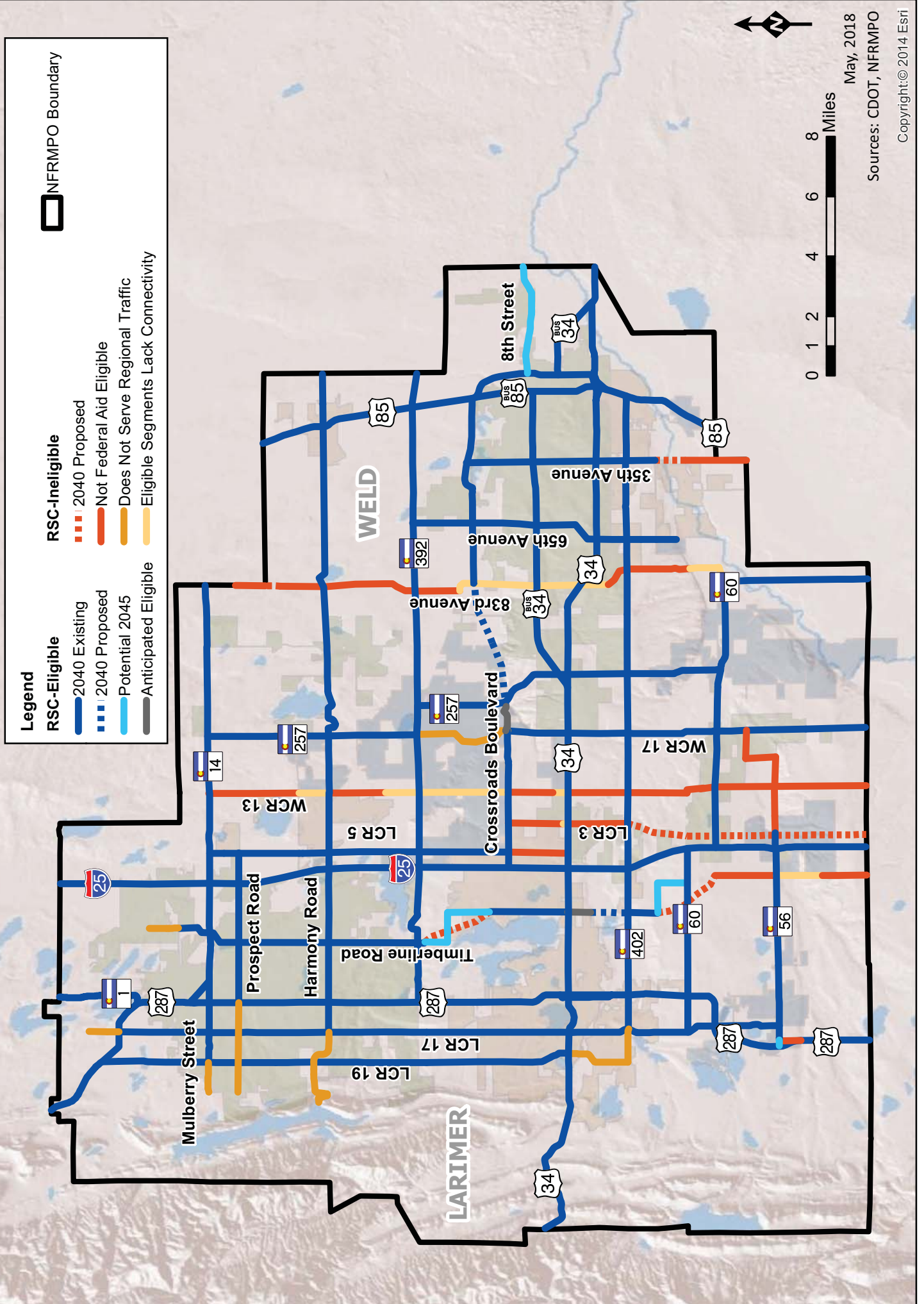
¹ Roadways eligible for federal aid include the National Highway System, the Interstate System, and all other public roads not classified as local roads or rural minor collectors, as defined in [23 Part 470](#).

RSC Criteria in 2040 RTP	Proposed RSC Criteria for 2045 RTP
<p>1. Includes all State Highways</p> <ul style="list-style-type: none"> • Colorado Department of Transportation (CDOT) requires a corridor vision be developed for all state highways as part of the regional transportation plan. Since this is required by CDOT, and most state highways are regional in nature, this was established as the first criteria. 	<p>1. Include all Interstates, US Highways, and State Highways.</p>
<p>2. Functional Classification</p> <ul style="list-style-type: none"> • Roadways must have a functional classification of minor arterial or higher, as defined by the appropriate government agency. • The higher the functional classification, the greater the likelihood trips are longer and the roadway connects more than one community or destination. 	<p>2. Include all other roadways that meet the following criteria:</p> <ol style="list-style-type: none"> Existing roadway is eligible for Federal Aid and has a functional classification of minor arterial or higher for at least 25 percent of its existing length as currently classified by CDOT. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045. It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved. Roadway serves regional traffic as determined by local knowledge.
<p>3. Connectivity</p> <ul style="list-style-type: none"> • The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers. 	

Action

Staff requests TAC review and discuss the proposed criteria for RSCs in the *2045 RTP*. After discussing the RSCs and RSC criteria, the 2045 RSCs are scheduled to return to TAC as an Action Item in June.

Proposed Regionally Significant Corridor (RSC) Eligibility





419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221-6243
FAX: (970) 416-2406

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Sarah Martin, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Sarah Martin
Date: May 16, 2018
Re: Development of Land Use Model Inputs

Background

As part of the 2045 Regional Transportation Plan update, NFRMPO staff are updating the 2045 Land Use Allocation Model (2045 LUAM). The 2045 LUAM will use UrbanCanvas, a cloud-based model platform to forecast socioeconomic data out to 2045. Socioeconomic outputs from the 2045 LUAM will feed into the 2045 Regional Travel Demand Model (RTDM).

Staff have been tasked with developing inputs for the 2045 LUAM, including regional household and employment control totals, maximum density allowed for each zoning and future land use category across the region, and development pipeline information.

Control totals were provided by the Department of Local Affairs (DOLA) and density information is still under development. Development pipeline information will be collected on an ongoing basis and is intended to ensure a more realistic forecast of jobs and households as information becomes available.

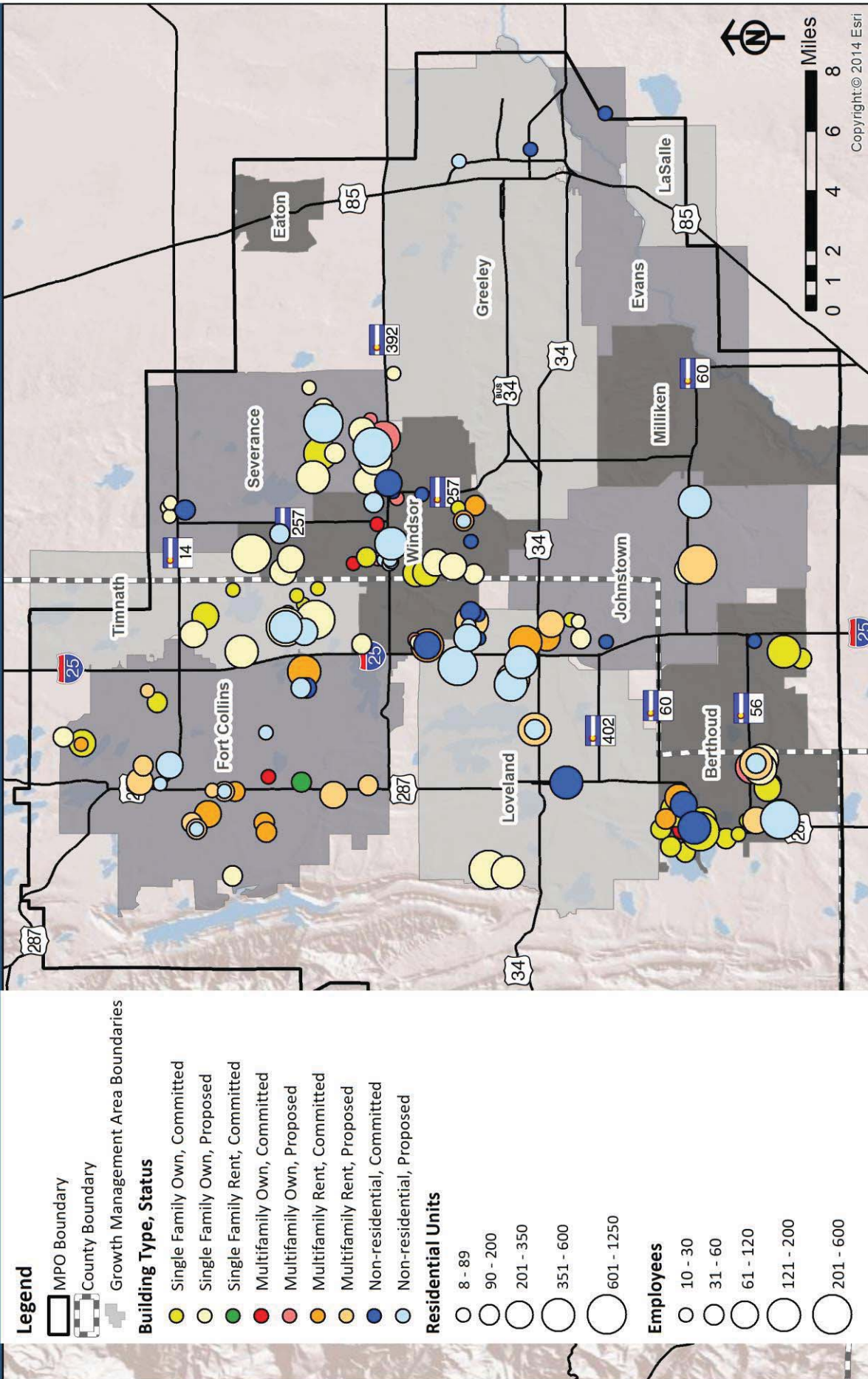
Local planning staff from each NFRMPO member community provided information about development constructed, committed, and under review for 2018. Developments expected to produce greater than 10 jobs or households were entered as inputs into the 2045 LUAM. These developments are shown on the attached map. The horizon year for development is indicated as 2035 to reflect the latest anticipated completion year of identified projects. The majority of projects identified during this processes have an anticipated completion date of 2025.

Next steps include reviewing entered data for accuracy, revising data based on new information, and collecting data for major developments constructed between 2011 and 2017.

Action

NFRMPO staff requests TAC review the regional development map and identify any missing major developments completed, committed, or under review in 2018.

NFRMPO Development to 2035



Northern Colorado Bike & Ped Collaborative

Executive Summary - Wednesday, May 9, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

2045 Regional Transit Element

Sarah Martin and Alex Gordon provided an overview of the 2045 Regional Transit Element (RTE), the NFRMPO's long-range transit plan. The RTE develops a regional vision for transit looking out 20+ years and provides recommendations to fulfill that vision. Martin and Gordon asked NoCo about their priorities for better integrating the regional transit system with the regional bike and pedestrian network. Comments regarding infrastructure included adequate and secure parking at transit stops, bike storage on buses, improving accessibility of transit stops within ½ mile of each stop, including trailheads on transit routes, and regional bike share. Other concerns centered on the lack of connectivity to the region's fast-growing small communities, connections north into Wyoming as the region grows, and how to bring a more systematic approach to all transportation projects.

NFRMPO Technical Advisory Committee

Willis stated TAC requested NoCo submit a short list of requests for TAC to consider on how the group would like to see the *2016 Non-Motorized Plan* considered, how available funding should be prioritized for regional bike and pedestrian projects, and how NoCo and TAC plan to work together on future projects. The group discussed developing a process to gather and maintain information on transportation projects that pose opportunities or barriers to construction of the NFRMPO's Regional Non-Motorized Corridors (RNMCs) to help improve communication across agencies and ensure the RNMC connections are considered when appropriate. The group discussed the extent to which project prioritization is worthwhile due to the often opportunistic nature of trail development. The group developed the following bullet points to be discussed further, potentially for TAC Discussion in June:

- Consideration of bike/ped connections when funding and project opportunities arise.
- Consideration of the *2016 Non-Motorized Plan* recommendations in project selection.
- NoCo members, NFRMPO Staff, and CDOT will develop an on-going process to prioritize regional trail projects and improve interagency communication
- Letters of support from TAC and/or Planning Council for funding applications for trail connections.
- NoCo will continue to be part of the process to review and recommend bike/ped projects submitted during the NFRMPO's Calls for Projects.

Education Subcommittee - NoCo Leaders Ride

Dusil stated the Education Subcommittee discussed the NoCo Leaders Ride prior to the NoCo meeting and the group is solidifying major details of the ride. Anyone interested in helping with this effort should contact Dusil.

Future Agenda Items

- Regional Transit Route Presentation
- 2018 Call for Projects
- Local Counter Data Trends (standing item every other month)
- Fort Collins Wayfinding Master Plan Implementation
- US34 PEL Update
- "Stop as Yield" Laws