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 Kathy Gilliland
 Transportation Commission

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

Next Council Meeting
July 5, 2018
Severance Town Hall
3 S Timber Ridge Parkway
Severance, CO

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
 MEETING AGENDA**

June 7, 2018

**New Windsor Public Works Complex
 922 N. 15th Street
 Windsor, CO**

***Facility Tours will be available at 5:00 & 5:15 p.m.**

Council Dinner 5:30 p.m.

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

Pledge of Allegiance

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

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

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-May 3, 2018 (Pg. 7)

PUBLIC HEARING:

- | | | |
|---------------------------|---------------|--------|
| 3. Air Quality Conformity | Becky Karasko | 10 min |
|---------------------------|---------------|--------|

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

- | | |
|---|------------------|
| 4. Air Pollution Control Division (APCD) | (Written Report) |
| 5. Regional Air Quality Council (RAQC) (Pg. 12) | (Written Report) |

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|--------------------------------------|------------------|-------|
| 6. Report of the Chair | Tom Donnelly | 5 min |
| 7. Interim Executive Director Report | Suzette Mallette | 5 min |
| 8. Finance (Pg. 18) | Kristie Melendez | 5 min |
| 9. TAC (Pg. 20) | (Written Report) | |

CONSENT ITEMS:

- | | |
|---|-----------------|
| 10. Air Quality Conformity (Pg. 21) | Becky Karasko |
| 11. 1 st Quarter Unaudited Financials (Pg. 24) | Crystal Hedberg |
| 12. FY2019-2022 Transportation Improvement Program (TIP) (Pg. 37) | Medora Kealy |

ACTION ITEM:

- | | | |
|--|--------------------------|--------|
| 13. FY2018 Program of Projects (POP) (Pg. 39) | Kaley Zeisel | 10 min |
| 14. 2017 Audited Financials (Pg. 52) | Sara Kurtz/Carrie Enders | 25 min |
| 15. May 2018 TIP Amendment (Pg. 53) | Medora Kealy | 5 min |
| 16. CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects (Pg. 62) | Medora Kealy | 10 min |

DISCUSSION ITEMS:

- | | | |
|--|--------------|--------|
| 17. Transit Development Program List (Pg. 69) | Michael Snow | 20 min |
| 18. Poudre Express Regional Route Study (Pg. 72) | Will Jones | 10 min |

COUNCIL REPORTS:

15 min

- | | |
|--|--------------------------------------|
| Transportation Commission/ CDOT Region 4 I-25 Update | Gilliland/Olson |
| STAC (Pg. 89) | Gerry Horak |
| Host Council Member Report | (Written Report)
Kristie Melendez |

MEETING WRAP-UP:

5 min

- | |
|---------------------------------------|
| Next Month's Agenda Topic Suggestions |
|---------------------------------------|



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

GLOSSARY (cont'd)

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

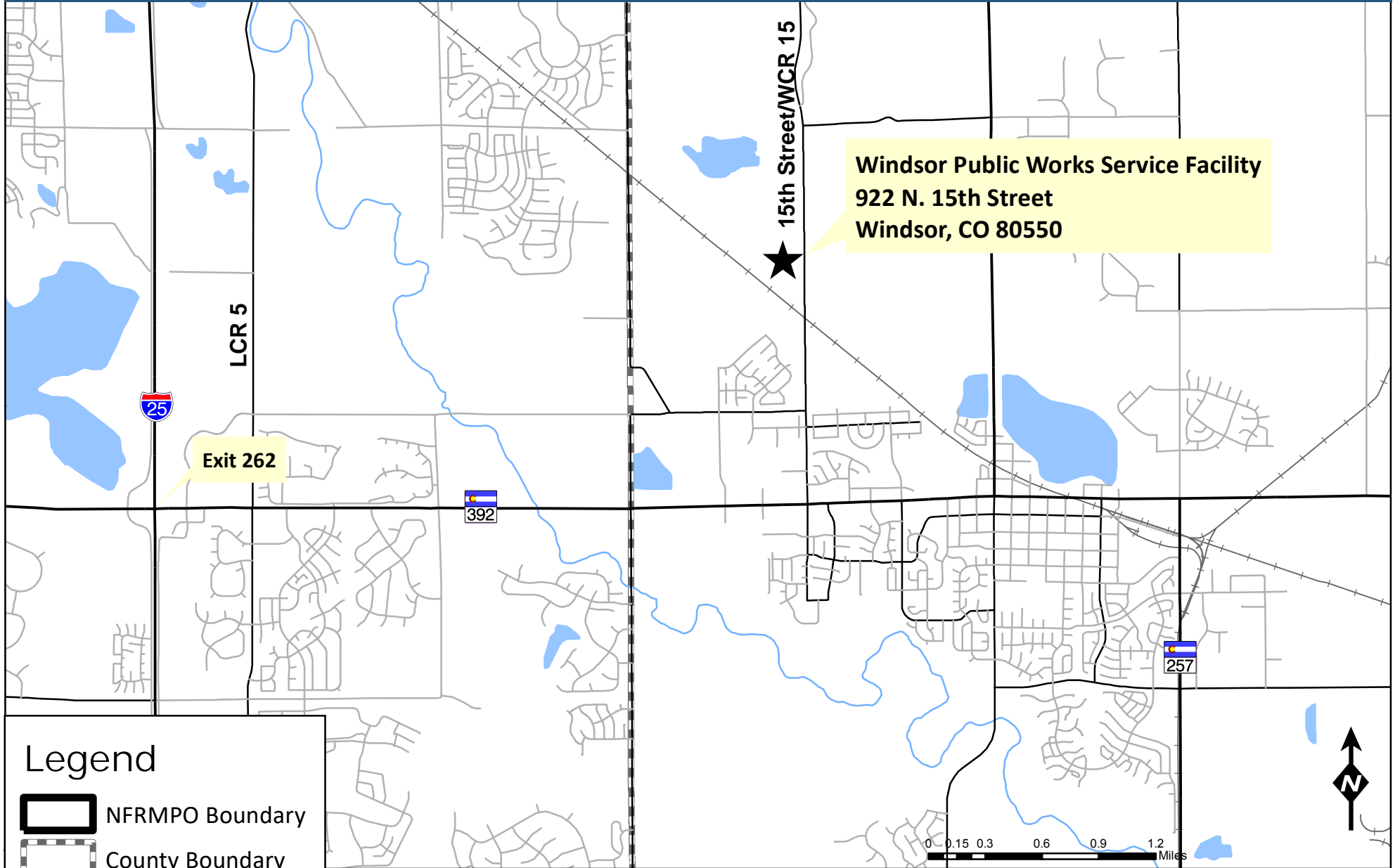
GLOSSARY (cont'd)

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





NFRMPO Planning Council Meeting

Thursday, June 7, 2018

Windsor Public Works Facility - 922 N. 15th Street



Legend

-  NFRMPO Boundary
-  County Boundary
-  Rivers
-  Lakes

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

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

Voting Members Present:

Tom Donnelly - Chair -Larimer County
William Karspeck -Berthoud
Kevin Ross -Eaton
Bob Overbeck -Fort Collins
Robb Casseday -Greeley
Troy Mellon -Johnstown
Dave Clark -Loveland
Elizabeth Austin -Milliken
Donald McLeod -Severance
Kathy Gilliland -Transportation Comm.
Julie Cozad -Weld County
Kristie Melendez -Windsor

Voting Members Absent:

Chris Colclasure -CDPHE
Mark Clark -Evans
Paula Cochran -LaSalle
Aaron Pearson -Timnath

*No Member -Garden City

MPO Staff:

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

In Attendance:

Dawn Anderson, Jeff Bailey, Aaron Bustow, Chad Crager, Jim Eussen, Matthew Gordon, Wayne Howard, Mark Jackson, Will Jones, Mitch Nelson, Bob Overbeck, Mark Peterson, Karen Schneiders, and Fred Starr.

Chair Donnelly called the MPO Council meeting to order at 6:03 p.m.

Donnelly asked for everyone at the table to introduce themselves and welcomed new members Elizabeth Austin, Mayor Pro Tem- Milliken; William Karspeck, Mayor of Berthoud; and Donald McLeod, Mayor of Severance to the Council.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE MEETING AGENDA:

*ROSS **MOVED** TO APPROVE THE MAY 3, 2018 REVISED MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

APPROVAL OF THE MINUTES:

*CASSEDAY **MOVED** TO APPROVE THE APRIL 5, 2018 MEETING MINUTES. The motion was **seconded** and **passed** unanimously.*

EXECUTIVE SESSION:

Chair Donnelly announced the Council would be going into an Executive Session pursuant to C.R.S. § 24-6-402(4)(e)(I), to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators, and C.R.S. § 24-6-402(4)(b), to seek the advice of the Council's attorney on said matters. He believed a decision would be made and action would take place following the session. McLeod requested Mathew Gordon, alternate for the Town of Severance, be allowed to sit in the session, even though he could not vote. Donnelly approved Gordon attending the session.

*ROSS **MOVED** TO GO INTO AN EXECUTIVE SESSION PURSUANT TO C.R.S. § 24-6-402(4)(e)(I), TO DETERMINE POSITIONS RELATIVE TO MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING A STRATEGY FOR NEGOTIATIONS, AND INSTRUCTING NEGOTIATORS, AND C.R.S. § 24-6-402(4)(b), TO SEEK THE ADVICE OF THE COUNCIL'S ATTORNEY ON SAID MATTERS. The motion was **seconded** and **passed** unanimously.*

Council entered Executive Session at 6:08 p.m. The session lasted approximately 50 minutes.

Chair Donnelly reopened the regular meeting at 7:00 p.m.

EXECUTIVE SESSION ACTION:

Chair Donnelly announced there were still details of the Executive Director contract which were not yet finalized.

*COZAD **MOVED** TO APPROVE THE CONTRACT FOR SUZETTE MALLETTE AS EXECUTIVE DIRECTOR WITH THE EXCEPTIONS OF THE CURRENTLY LISTED SALARY AND BENEFITS WHICH ARE TO BE FINALIZED AND APPROVED BY COUNCIL AT THE JUNE 7, 2018 COUNCIL MEETING. The motion was **seconded** and **passed** unanimously.*

Chair Donnelly and the Council as a whole congratulated Mallette.

Lead Planning Agency for Air Quality Agenda

Chair Donnelly opened the Air Quality portion of the meeting.

Air Pollution Control Division

No report was provided

Regional Air Quality Council (RAQC)

A written report was provided. Cozad added she had taken a position of opposed for the MPO on Senate Bill (SB) 181 because if inspections on vehicles go from two years to four years that would constitute a Statewide Implementation Plan (SIP) amendment, and would most likely impact industry, including oil and gas. She noted the benefit which comes from vehicle inspections would then have to be covered by something else. SB 181 was postponed indefinitely. Cozad indicated she had contacted Senator John Cooke to ask him if he was aware the bill would require having someone else cover those credits in the SIP, and he responded he was not but he would look into it further. She noted Denver Regional Council of Governments (DRCOG) also took a position of opposed.

Metropolitan Planning Organization (MPO) Agenda

Chair Donnelly opened the MPO portion of the meeting.

REPORTS:

Report of the Chair:

Chair Donnelly did not have a report.

Interim Executive Director Report:

Malette informed the Council there were Conflict of Interest forms for 2018 at their place needing to be signed and turned in to MPO staff. She also noted they had been given the FY 2018- FY 2021 Transportation Improvement Program (TIP) NFRT&AQPC Administrative Modification #2018-M3 indicating no action was required because they are handled administratively. Malette discussed issues brought up at the recent Statewide Technical Advisory Committee (STAC) meeting regarding the NFRMPO, Upper Front Range TPR and others are struggling with Buy America Waiver's standard requirements for low emitting Compressed Natural Gas (CNG) vehicles that cannot and/or are not being met by any manufacturer and FHWA has stopped approving all but a few of them around December of 2016. She has requested CDOT allow a swapping out of funds for CNG vehicles with required funding. CDOT is looking into the request but wants to give FHWA a couple months to potentially resolve some of the issues with the current program.

Donnelly said he respected the concept of having products made in America but recognized there are many vehicle components made by subcontractors who do not release where their parts are manufactured for proprietary reasons and therefore not meeting Buy America standards. He commended Malette and other transportation leaders in the State diligence and tenacity in seeking a pragmatic solution, citing the millions of dollars of federal funding around the United States being held for lower emission vehicles which cannot be used for the purpose in which it was intended, improving air quality. Gilliland mentioned the many grants left unused because of the matter and encouraged Council members to seek opportunities to take their frustrations on this national issue to their representatives. Aaron Bustow, FHWA Colorado, indicated FHWA Headquarters had announced along with the Buy America Waivers for the third and fourth quarters of 2016 and first quarter of 2017, the need to revisit their waiver process to ensure they are compliant with the new administration's executive orders and regulations. They are not discontinuing the program but they are suspending the program. Donnelly asked Bustow to confirm they had recently freed funding for approximately $\frac{3}{4}$ of projects. Bustow replied he was correct. Cozad noted although this appeared to be an unintended consequence, Weld County has been forced to postpone the purchase of CNG and LNG vehicles for their very large fleet. They have purchased non-CNG vehicles for their Police Department because they can't afford to wait while vehicle costs continue to rise, remarking regretfully, the whole purpose was to improve air quality and utilize local resources.

Finance:

Kristie Melendez, Finance Committee Chair, reported the Finance Committee had met with Eide Bailly auditors April 19th. It was determined more time was needed to complete 2017's Single Audit, which is a more-detailed audit process, therefore, the auditors will present the full report on the FY 2017 Audited Financials for approval at the June 7th Council meeting.

TAC:

A written report was provided.

ACTION ITEMS:

2019 Unified Planning Work Program (UPWP) Tasks and Budget

Malette noted there was a link to the complete budget document listed in the packet. She explained to the Council the UPWP is a required document which essentially is the annual budget, and describes the work tasks and products the MPO will produce over that year. She highlighted the following:

- NFRMPO Planning Factors (page 6) - the table shows which factors are being addressed in some way.
- Performance Measurement and Report (page 31)-
 - Updated Performance Targets for Infrastructure Condition and System Performance – measurements which came from the last transportation authorization and identify what safety performance measures will be used by the NFRMPO in 2019.
 - System Performance Report- identifies how are the performance measures working and what is the effect of those.
- 2045 Regional Transportation Plan (page 33) - should be adopted in 2019 along with the Air Quality Conformity Determination. The NFRMPO performs analysis to show standards compliance.
- Freight Plan (page 40)
- UPWP (page 46)
- VanGo (page 72) - there are currently 50 vans on the road with approximately 90% occupancy. The goal is to get more vans on the road.

Crystal Hedberg, Finance Director, pointed out the budget shows the use of \$1.2M total of federal funds which will require \$251k of local match. She also noted an adjustment had been made to the budget with Finance Committee approval, because the audit was not included previously, adding the dollar amount was not affected. She explained Direct Costs are those associated with a particular task, such as training, making copies, etc. and Indirect Costs are those like rent, telephone, etc. that effect the organization as a whole. Finally she noted \$14k of out-of-state travel was budgeted for training needed to do various projects.

MELLON MOVED TO APPROVE RESOLUTION NO. 2018-07 APPROVING THE 2019 UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS AND BUDGET. The motion was seconded and passed unanimously.

Donnelly commented the NFRMPO works closely with CDOT and amendments are done often, making it a constantly evolving document.

PRESENTATION:

Federal Highway Administration (FHWA) Certification Review Process

Aaron Bustow, FHWA Colorado, presented Fort Collins/Greeley Metropolitan Transportation Planning Certification Review to the Council and asked Council members for their comments on the process. Cozad commented she had noticed a great improvement in the recognition of the needs of smaller communities, citing the NFRMPO's efforts toward increasing regionalism beginning with their Call for Projects process in 2016. She noted the success of the US 34 and I-25 north corridor projects as well as the potential future connections for transit systems in the region. Donnelly expressed his dislike of the exorbitant number of staff hours required to complete FHWA's process. He stated the NFRMPO is very efficient with their own process and FHWA is often an impediment to their progress, citing their unsuccessful Buy America Waiver program as an example. Several Council members commented on the positive partnership efforts of the NFRMPO and the many projects funded through those efforts. However, they generally agreed FHWA made their process so arduous, and therefore expensive, many communities have chosen to be resourceful with both their time and money and complete their own high-quality transportation projects without any federal funding. Mellon remarked the Town of Johnstown no longer uses any Federal funding. Melendez commented the State and Federal processes should be as equally robust as that of the North Front Range communities. Donnelly thanked Bustow for his presentation.

COUNCIL REPORTS:

Transportation Commission Report /CDOT Region 4

Gilliland reported CDOT would be hosting events across the state to highlight the importance of infrastructure and transportation to Colorado's economy and way of life, for Infrastructure Week, May 14-18. Invitation will be going out and said there were Hyperloop handouts for the event available to the Council. Karen Schneiders, CDOT R4, reported she had distributed a status update, noting the I-25 Design/Build Notice to Proceed is out and construction is expected to begin in the summer and will continue for the next three years. She also announced CDOT headquarters would be moving to the south side of Mile High Stadium off Colfax and to call her for any customer service needs during the four week moving process. She also agreed to send out an update on SH 60.

North I-25 Update

Donnelly noted his disappointment with the significant changes the House had proposed on SB 1. He said felt they needed to prioritize transportation funding for Colorado and hoped they could collaborate on a solution. Dave Clark noted the \$3.5B TRANs Bond package had come out of the Senate fully approved but then the House gutted the bonding out. Later the Committee was able to recover some of the bonding but then it did not pass. The ballot issue known as "Fix Our Damn Roads" is likely to get into the next election process without difficulty, as it does not propose to raise taxes but will take money from Colorado's General Fund. Donnelly said the issue for many is there needs to be a new revenue source before bonding is approved. He also suggested the recent growth of the General Fund may allow more State funding, which is new revenue, within the TABOR limit, without actually raising taxes. D. Clark stated the I-25 project was in jeopardy of losing funding. Gilliland added the importance of having a secure, sustainable revenue stream to pay off 20 years of bonding, otherwise it would become necessary to tap into existing funds. She agreed more revenue was needed for transportation beyond some of the short-term relief which was currently expected. D. Clark stated a tax rate of .35% was surveyed as reasonable by tax payers, but that would not provide an adequate amount of funding. Donnelly recognized the complexities of the issue, particularly now that SB 1 was not passed by the Legislature.

Host Council Member Report-

Austin welcomed everyone and thanked them for coming to Milliken. She noted the growth spurt Milliken is experiencing, with a little over 7,200 residents occupying 2,520 homes and then reported on the following transportation related projects in Milliken:

- Approximately 75 more building permits requested this year, for total of approximately 280
- Many roads are effected by their growth and need repair
- Bridge repairs by CDOT are very much appreciated
- Weld County recently fixed CR 46 ½ which had been used as an alternate route during construction on SH 60.
- Trucks have been using CR 46 and it is now in need of repair
- Road repair has not occurred much over the past 3-4 years and now needs to be addressed- Milliken Town Board is currently seeking solutions for these roads as well as some needing to be paved. They have purchased a crack-sealing machine to help repair many of their road cracks. They also plan to do some overlay and will spend approximately \$1M
- Milliken is hoping to extend Green Street over to Alice Avenue and remove the median. Alice will gain importance, as well as traffic in the coming months, as it will soon connect to a development of 273 houses south of WCR 46. Alice Avenue goes up to SH 60 and has been approved for a stoplight.
- A second stoplight is being proposed at SH 60 and Centennial Drive

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions:

1. *Transport & Chemistry Modeling in the North Front Range* *The presenter is unable to present this to Council.

The meeting was adjourned at 8:11 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



MINUTES

Friday, May 4, 2018

RAQC MEMBERS PRESENT:

Herb Atchison, *City of Westminster*
Frank Bruno, *Via Mobility Services*
Julie Cozad, *North Front Range MPO*
Gerry Horak, *City of Fort Collins*
Jack Ihle, *Xcel Energy*
Elise Jones, *Boulder County*
Vanessa Mazal, *National Parks Conservation Association*
Brian Payer, *Sphera*
Scott Prestidge, *COGA*
Doug Rex, *Denver Regional Council of Governments*
Bob Roth, *City of Aurora*
Jep Seman, *Corporate Advocates*
Casey Tighe, *Jefferson County*

RAQC MEMBERS NOT PRESENT:

Andy Spielman, *Chairman, WilmerHale*
Kathleen Bracke, *City of Boulder*
Bob Broom, *Citizen*
Paolo Diaz, *City of Commerce City*
David Genova, *Regional Transportation District*
Irv Halter Jr., *Colorado Department of Local Affairs*
Michael Lewis, *Colorado Department of Transportation*
Jackie Millet, *City of Lone Tree*
John Putnam, *Kaplan, Kirsch, & Rockwell, LLP*
Gregg Thomas, *Denver Department of Environmental Health*
Bruce White, *Citizen*
Larry Wolk, *Colorado Department of Public Health and Environment*

RAQC ALTERNATES PRESENT:

Garry Kaufman, *Colorado Department of Public Health and Environment*
Debra Perkins-Smith, *Colorado Department of Transportation*
Bill Van Meter, *Regional Transportation District*

RAQC STAFF PRESENT:

Ken Lloyd, Amanda Brimmer, Sara Goodwin, Kelley Grubbs, Misty Howell, Matt Mines, and Martha Yohannes.

OTHERS PRESENT:

Angie Binder, Colorado Petroleum Association; Tom Bloomfield, EDF; Cindy Copeland, Boulder County Public Health; Sam Gilchrist, NRDC; Matthew Groves, CADA; Sophia Guerrero-Murphy, Conservation Colorado; Tim Jackson, Colorado Auto Dealers; Scott Landes, CDPHE; Susan Nedell, E2- Environmental Entrepreneurs; Robert Spotts, DRCOG; and Janna West-Heiss, Denver Dept. of Public Health and Environment;

The meeting was called to order at 9:35 a.m. by Brian Payer, who was asked by Andy Spielman to chair the meeting since Andy was out of town on business. A quorum was present.

Approval of Agenda

Elise Jones moved to approve the agenda. Seconded by Jep Seman. Motion passed without objection.

Approval of Minutes

Herb Atchison moved to approve the minutes. Seconded by Casey Tighe and Debra Perkins-Smith. Motion passed without objection.

General Public Comment

None.

Informational Items

Chairman

None

Executive Director

Ken Lloyd informed Council that the Mow Down Pollution residential lawn mower exchange summer events begin May 5 at Dick's Sporting Park. The other dates are May 12 in Loveland and June 2 at Arapahoe Community College. He said the program goal is to sell 700 battery powered mowers.

Ken indicated that EPA has finalized the 2015 ozone standard designations and as expected the Denver/NFR area has been designated and classified Marginal nonattainment. The DMNFR was among 51 areas nationwide that were designated nonattainment for the 2015 standard. Ken noted that EPA has not issued final implementation guidance, but once the guidance is issued it will set the schedule for meeting the standard.

Ken said that John Putnam, in his absence, requested Ken give Council an update on the Executive Director Search process. The deadline for application submissions is May 18, 2018 and the Search Committee will meet in early June to review applications. The Search Committee anticipates conducting interviews the week of July 9 and bring a recommendation for the full Council's consideration at the August 3, 2018 meeting. Ken asked Council to hold the August 3 meeting on their calendars and also July 27 as a back-up date, if needed.

Members

Deb Perkins-Smith said that CDOT is moving its headquarters to 2829 W. Howard Place in Denver beginning May 11th.

Brian Payer asked the status of the Commercial Lawn and Garden program. Amanda Brimmer said there have been 12 applications to-date, mostly for hand-held equipment. She said staff is reconvening the working group to get more involvement in the program.

Update on Legislation of Interest

Ken Lloyd summarized active bills of interest: SB 003 passed the Senate on 2/22/18 and the House on 2/27/18 and is awaiting the Governor's signature; HB 1400, concerning an increase in fees paid by stationary sources of air pollution, passed the House on 4/27/18 by a 57-7 vote and is awaiting final action in the Senate; SB 047 passed the Senate on March 23 and was postponed indefinitely in the House Transportation and Energy Committee; SB 181 was postponed indefinitely in the Senate Transportation Committee; and HB 1107 was postponed indefinitely in the Senate Transportation Committee.

Public Comment

None.

Simple Steps. Better Air. – 2018 Summer Program

Sara Goodwin, along with Taunia Hottman and Andy Cohen from Webb Strategic Communications, presented the 2018 plans for the *Simple Steps. Better Air.* ozone outreach program. Sara said the program will focus efforts on reaching the target audiences to encourage behavior change. She noted that the program elements were discussed with the Transportation, Land Use and Outreach Subcommittee in December.

Andy Cohen reviewed the strategic mix of communication strategies to be used throughout the ozone season, which include both a top-down and bottom-up approach. He reminded Council that the target audience for the program is millennials and parents of kids age 4-16. He indicated the original focus group participants were asked to participate in a qualitative survey this year to help refine the messaging. Andy said RAQC and CDPHE were considered reliable sources for air quality information by those who responded to the survey.

Taunia Hottman said for the 2018 season, the SSBA team, with the help of CDPHE meteorologists, invited local TV meteorologists to learn more about ozone and how the messages could be shared through their outlets. Taunia said there was good turn out and everyone wanted access to collateral to share. She also said the SSBA team is building reach at the grassroots level by creating a Community Integration network. More than 30 local government representatives were gathered together just this week to talk about ground level ozone messaging in their community and how they can use SSBA as a resource. Additional groups (Affinity groups, Auraria Higher Education Campus Sustainability Program, municipal/county level health departments) have been added to the program network and can help share SSBA messaging as well. Taunia indicated these groups will be revisited at the end of the season to see how things went.

Taunia mentioned that a group of 32 participants at the Auraria campus are being used as a test market for text message alerts. Vanessa Mazal asked if participation will be tracked through this group. Taunia said they would be tracked and that the testing will evolve to a text messaging component to the SSBA program. Vanessa it would be good to gamify responses to allow competition and incentives through partners. Council discussed how text messaging might be incorporated into the program. Andy Cohen reminded Council that there is a per text message cost, which is why it is only a specific test group this season.

Herb Atchison asked if there is a way to get alert information to key local government staff quickly so that high ozone can be considered when outdoor activities are being planned at the local level. Taunia said that is a good goal for future changes to the program.

Andy Cohen said the kick off for the 2018 season will be a Carpool Confessions video which is being created with local celebrities. He said various versions of the video will be used to support the *Simple Steps. Better Air.* messaging through social media (ie. Facebook, Instagram etc.). Andy also gave Council the break-down of the media plan for advertising. He explained that digital advertising allows easy transition of messaging and a broader audience reach.

Gerry Horak asked how the SSBA team will get results from the program to show a change in behavior has occurred. Andy Cohen said a pre-survey was conducted when the program was updated, a post-survey was used at the end of last season, a survey will be done next year and citizens are self-reporting through the OzoMeter.

Julie Cozad asked if any of the messaging targeted rural areas. Tania Hottman said the main message is to reduce two trips per week, which can also be done in rural areas. She said the Community Integration network meetings will help the SSBA team to customize messages.

Public Comment:

None.

EPA's Mid-Term Evaluation of light-Duty Vehicle GHG Standards and California Advanced Car Standards

Garry Kaufman presented information on the EPA's Mid-Term Evaluation of Light-Duty Vehicle GHG (greenhouse gas) Standards and California Advanced Car Standards. He said the EPA sets emission standards for new light duty vehicles that apply throughout the country, the Clean Air Act generally prohibits states from establishing new vehicle emission standards and the National Highway Traffic Safety Administration sets corporate average fuel efficiency (CAFÉ) standards. He indicated in 2012 the EPA established new vehicle standards for model years 2017-2025 and the California standards and CAFÉ standards were harmonized with the EPA standards.

Mr. Kaufman said that the EPA 2012 rule included provision for a mid-term review of the GHG standards to determine if the model year 2022-2025 were appropriate. Garry stated that in January 2017 the EPA issued its determination that the model year 2022-2025 standards are appropriate, then in March 2017 EPA published a Notice of Intention to Reconsider the Mid-Term Evaluation Determination. In April 2018 EPA published a Notice to Withdrawal of Appropriate Determination. He said EPA has not announced how it will adjust the 2022-2025 standards. Garry said that the impact to Colorado of this mid-year review is uncertain pending regulatory changes to federal vehicle standards, however the impact to criteria pollutants such as ozone precursors NOx and VOCs will likely be minimal. He said there is potentially a larger impact on GHG emissions.

Mr. Kaufman then gave Council an overview of California's Advanced Clean Car program including low emission vehicle (LEV) emission standards, LEV greenhouse gas reductions, and zero emission vehicle (ZEV) vehicle program. Garry stated the current California ZEV program requires each manufacturer to meet specified credit/percentage requirements relative to overall sales. He noted that 12 states have adopted California's LEV standards, with nine of those states also adopting California's ZEV mandate. Garry said it is not clear if the ZEV mandated states have a higher electric vehicle penetration or if market penetration is driven more by the EV tax credits available to consumers.

Jack Ihle said that he agrees a ZEV mandate should be considered a tool and not a "magic bullet" for increasing electric vehicles in Colorado. He said that the availability to more models of EVs would increase purchases and more models are available in states with ZEV mandates.

Elise Jones said she was recently at a dinner where sustainability investors indicated they are investing in Level 3 Charging Stations in states with ZEV mandates. This is something for Colorado needs to consider.

Garry Kaufman said the State needs to determine what works best for Colorado.

Public Comment:

Any written public comment provided is included at the end of the minutes as part of the official minutes and is summarized below.

Brian Payer informed Council that Ceres has provided a written letter of comments, which was provided to Council members. In the letter, Anne Kelley, Senior Director, strongly urges Council to ensure that Colorado realizes the economic and environmental benefits of strong standards by recommending that Colorado adopt the California Advanced Clean Car standards.

Susan Nedell, Environmental Entrepreneurs (E2), said there is a significant benefit from the LEV and ZEV programs. She noted a moderate ZEV scenario estimates a \$7.6 billion net benefit to the state by 2050, from utility savings and reduced vehicle operating costs. She said states with ZEV are receiving more private funds for EVs. Ms. Nedell asked the Council to support Colorado adopting the California standards.

Sam Gilchrist, Western Campaign Director for Natural Resources Defense Council (NRDC), said the Trump Administration rollbacks of these standards will hurt Coloradoans and to protect ourselves Colorado should adopt the California Clean Car Standards. He said the State needs to act now to meet the goals in the Governor's Executive Order to reduce GHG emissions. He said by adopting the California standards Colorado will see reductions in ozone precursors that were anticipated from current federal CAFÉ/GHG standards. Mr. Gilchrist strongly urged the Council to support Colorado adopting the California standards.

Vanessa Mazal asked for clarification between the 3.8 million metric tons/year increase in GHG emissions noted by Mr. Gilchrist and the 1.9 metric tons/year Garry Kaufman noted in his presentation. Garry said it could be the assumptions used.

Sophia Guerrero-Murphy, Conservation Colorado, said the adoption of CA standards is important to increase EV infrastructure and reduce range anxiety; to make EV purchases more affordable through group buys and incentives; and to increase EV model availability. She said there is a learning curve with dealers and educating them on EVs is important. Ms. Guerrero-Murphy said adopting these standards gives Colorado policies to encourage EV growth in all parts of the State. She said Colorado has a responsibility to push back on the roll-back of standards and ZEV is a key component.

Tim Jackson, Colorado Auto Dealers Association (CADA), said the Colorado Auto Dealers have been partners in reducing emissions. He said that Coloradoans like their trucks and SUVs, which are getting better fuel economy and polluting less. He told Council that the Colorado Auto Dealers members, through the Clean the Air Foundation, have been taking high emitters off the road. The dealers donate high emitters to the foundation and to-date have recycled over 3,300 vehicles. Mr. Jackson said CADA is concerned with Colorado adopting the California LEV standards because EVs are currently a small portion of the market. He said there will be more EV choices by 2022 and it is a better option to allow choice than to force consumers to purchase EVs. He said new regulations could raise the cost of a new vehicle and create the opposite dynamic where consumers are discouraged from replacing older vehicles.

Janna West-Heiss, Denver Department of Public Health and Environment (DPHE), said she was making comments on behalf of Gregg Thomas. She said DPHE supports the adoption of the California standards

especially if the roll-back occurs. The roll-back will cause a loss of benefits in reducing ozone precursors. She further said that California standards have demonstrated for years that they are both feasible and cost-efficient to produce high-performing vehicles and auto manufactures have risen to the challenge by bringing to the market more efficient and advanced models to meet emission standards and consumer needs.

Tom Bloomfield, Environmental Defense Fund (EDF) said that the California standards are unique because it's a cost saving program due to the significant fuels savings to consumer. He said citizens of Colorado do not want to go backwards and urged Council to help give the State the ability to move forward as the Federal Government moves backwards. Mr. Bloomfield urged the Council to encourage Colorado to adopt the California standards.

Brian Payer thanked everyone for the public comments and asked Council if they had any more to add to the discussion.

Elise Jones said that RAQC should be a leader on the issue. It makes no sense to move backwards and Colorado should lay a foundation to move forward. She said she would like to see the RAQC send a letter to the Governor in support of adopting the California standards, regardless of whether the roll-back occurs.

Jep Seman said, from a manufactures standpoint, there is beauty to one national standard and he believes a letter to the Governor at this time is premature. His preference would be for the RAQC and State to participate in the federal rule making rather than submit a letter. His alternatively suggested that a letter to the Governor should encourage the State's participation in the federal rulemaking process.

Council discussed whether a letter supporting adoption of the California standards or one supporting Colorado participating the federal rule-making process was the direction they wanted to take. Deb Perkins-Smith said that administrative costs to implement the California program should be considered. Ken Lloyd told Council that the AQCC has been discussing this issue and the Commission will get a briefing later this month on what it would take for Colorado to implement the California Advanced Car Standards. Vanessa Mazal said she would like to see Council do both and suggested they dive into more details at the June meeting. Brian Payer indicated this discussion could be included on the June agenda and Council could decide at that time how proactive they want to be. Deb Perkins-Smith said Council should also identify other actions that can be taken. Frank Bruno indicated he would like to see information on the costs related to a regulatory action, if that information is available.

Ken Lloyd asked Elise Jones, Jep Seman and Vanessa Mazal to lay out the options they were proposing in writing so Council has it for discussion at the June meeting. Jack Ihle was also curious what the Governor's office is thinking.

Next Meetings

The next meeting is June 1, 2018. Brian Payer reminded Council to hold August 3 on their schedules so that Council can discuss/approve the Search Committee's recommendation for hiring a new Executive Director. He also asked them to hold July 27 as a backup date.

Adjournment

There being no further business before the Council the meeting was adjourned at 12:20 pm.

Finance Committee Report

- Finance Committee met on February 15, 2018
- The Committee reviewed the 2018 1st Qtr. Unaudited Financial Statements.
- The Finance Committee recommends Council accept the 1st Qtr. Unaudited Financial Statements.
- A Financial Policy Statement was presented to formalize the procedure for when a supervisor will not be in the office on payroll days.
- The Finance Committee approved the Financial Policy Statement.

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

May 17, 2018
7:30 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Kristie Melendez

Dave Clark

Paula Cochran

Staff Present

Suzette Mallette

Merideth Kimsey

The meeting was called to order by Chair Melendez at 7:37 a.m.

Approval of Minutes:

Clark moved to approve the April 19, 2017 meeting minutes. The motion passed unanimously.

1st Quarter Unaudited Financial Statements and Investment Report

The 1st Quarter Unaudited Financial Statements were reviewed. A discussion regarding actual to budget variances followed. Clark asked about the possibility of preparing quarterly budgets in the future. Clark moved to recommend Council approves the 1st Quarter Unaudited Financial Statements. The motion passed unanimously.

Financial Policy Statement – Timesheet Approval

The approval of timesheet policy was presented to the finance committee. Mallette noted that the policy formalized the procedure for when a supervisor will not be in the office on payroll days. Kimsey highlighted the new procedure to ensure that the Executive Director's timesheet has been approved through email before payroll is processed. Cochran moved for the Finance Committee to approve the policy. The motion passed unanimously.

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

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
May 16, 2018**

APPROVAL OF THE APRIL 18, 2018 TAC MINUTES

Jones moved to approve the April 18, 2018 TAC meeting minutes. Anderson seconded the motion, and it was approved unanimously.

WORK SESSION

CDOT Transit Development Program - Michael Snow, CDOT, presented the *Transit Development Program*, which could be used as a project list in response to new funding. Capital transit projects with associated operating costs should be submitted to Becky Karasko for inclusion prior to the June TAC meeting.

ACTION ITEMS

FY2018 Program of Projects (POP) – Kaley Zeisel, Transfort, provided background on the list of projects in the POP. A public meeting was held April 26th and the project list is published on the Transfort website. No public comment has been received. Schneiders moved to recommend Planning Council approval of the FY2018 POP. Jones seconded the motion, and it was approved unanimously.

FY2019-2022 Transportation Improvement Program (TIP) – Kealy stated the FY2019-2022 TIP is currently open for public comment, and no comments have been received. Schneiders moved to recommend Planning Council approval of the FY2019-2022 TIP. Kemp seconded the motion, and it was approved unanimously.

May 2018 TIP Amendment – Kealy identified the seven requests received to amend the FY2018-2021 TIP. Jones moved to recommend Planning Council approval of the May 2018 TIP Amendment. Schneiders seconded the motion, and it was approved unanimously.

CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects – Kealy reviewed the projects which would receive additional allocations as shown in the TAC packet. Kemp stated Fort Collins and Greeley staff had discussed the additional STP-Metro allocation and decided Greeley's project was further along and should receive Fort Collins' project's proposed funding with the understanding Fort Collins would receive future funding allocations. Jones moved to recommend Planning Council approval of the Proposed Additional Allocations to Projects Selected in 2014 Call for Projects as presented with the Fort Collins-Greeley project change. Anderson seconded the motion, and it was approved unanimously.

PRESENTATION

CDOT Travel Demand Management (TDM) Plan - Lisa Streisfeld, CDOT, presented information about CDOT's *TDM Plan*. CDOT has completed Phase 1 and is currently collecting information for Phase 2. Streisfeld stated to send all feedback to her for inclusion in Phase 2.

DISCUSSION

2045 Regionally Significant Corridor (RSCs) Criteria – Dusil and Kealy presented changes to the RSC criteria based on TAC feedback at the April TAC meeting. Gaughan and Karasko stated the process for updating CDOT's Functional Classification will be an item at the June Statewide MPO meeting. The RSCs will be brought back at the July TAC meeting for further discussion.

Land Use Model Update Development Pipeline – Martin presented a draft map of developments in the region through 2035 and stated some communities are still submitting data. Martin is working to collect information on projects between 2011 and 2017, and will distribute the updated map for comments when this data is received.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 7, 2018 Windsor	Air Quality Conformity Determinations **CONSENT**	Becky Karasko
Objective/Request Action		
<p>Staff requests Planning Council make a positive air quality conformity finding using the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination Report and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination Report for the FY2019-2022 Transportation Improvement Program (TIP).</p>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> 1. The Environmental Protection Agency (EPA) requires an air quality conformity determination regarding ozone and CO for the fiscally constrained FY2019-2022 TIP. 2. The ozone conformity determination report relies on regional emissions analysis conducted for the 2040 Regional Transportation Plan (RTP) Amendment 1, the FY2018-2021 TIP, and the FY2017-2020 Statewide Transportation Improvement Program (STIP). 3. The CO conformity determination report identifies the emissions budget test is presumed to be automatically satisfied in the areas with Limited Maintenance Plans, including Fort Collins and Greeley CO Maintenance Areas. 4. Both air quality conformity determination reports were released for public comment on April 30, 2018 and closed on May 29, 2018. No public comments were received during the comment period. <p>Both reports require approval actions—conformity findings—by the Planning Council with concurrence by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and EPA.</p>		
Committee Discussion		
<p>It was determined by the Interagency Consultation Group (ICG) that the updating of the TIP constituted a “routine” conformity determination and did not require a review by the Colorado Air Quality Control Commission’s (AQCC). The ICG includes staff from regional, state, and federal transportation and environmental/health agencies. These conformity determination reports are being processed under the AQCC’s Regulation Number 10 as “routine”.</p>		
Supporting Information		
<p>Under the 2008 ozone standard of 0.075 ppm the Denver-North Front Range region is designated as a Moderate nonattainment area. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx).</p> <p>The FY2019-2022 TIP retains the regionally significant projects programmed in FY19, FY20, and FY21 from the FY18-21 TIP and does not add any new regionally significant projects. Per federal regulations,¹ a new regional emissions analysis is not required since the previous regional emissions analysis conducted for the FY2018-2021 TIP and 2040 RTP, Amended March 2017, applies to the FY2019-2022 TIP. The regional emissions analysis for the FY2018-2021 TIP and 2040 RTP demonstrates conformity with the Northern Subarea budgets established for the 1997 8-hour ozone NAAQS. Additionally, the regional emissions analysis meets the Northern Subarea MVEBs established for the 2008 8-hour ozone NAAQS.</p> <p>The FY2019-2022 TIP meets all conformity criteria as identified in 40 CFR 93.109 and meets all planning requirements identified in 23 CFR 450.</p>		

¹ 40 CFR 93.122(g), https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div6&view=text&node=40:20.0.1.1.7.1&idno=40#se40.22.93_1122, 2012

Full Reports Online:

The Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination and Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination documents are available on the NFRMPO website at: <http://nfrmpo.org/public-comment/#air-quality>.

Advantages

Approval of this conformity determination allows the Planning Council to adopt the FY2019-2022 TIP to remain in compliance and allow federal projects to move forward.

Disadvantages

None noted.

Analysis/Recommendation

Staff requests Planning Council review the conformity determination reports and any public comment received to make a positive conformity finding.

Attachments

- See full reports online: <http://nfrmpo.org/public-comment/#air-quality>.
- Resolution No. 2018-08



RESOLUTION NO. 2018-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL
ADOPTING CONFORMITY DETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA
FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 49 CFR PART §450 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, the Planning Council as the NFRMPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, portions of the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver-North Front Range 8-hour ozone nonattainment area which includes portions of Larimer and Weld counties outside the NFRMPO contained in the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, Section 93.122(g) of the conformity rule allows conformity determinations to rely on previous regional emissions analyses if all regionally significant projects were included in the previous analysis; and

WHEREAS, the FY2019-2022 TIP retains the regionally significant projects programmed in FY19, FY20, and FY21 from the FY2018-2021 TIP and does not add any new regionally significant projects; and

WHEREAS, the previous regional emissions analysis air quality conformity determinations conducted on the NFRMPO’s fiscally constrained FY2018-2021 TIP using the 2040 planning assumptions were within the federally approved emissions budgets; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing;

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, the fiscally constrained FY2019-2022 TIP conforms to the State Implementation Plan (SIP) demonstrating a positive air quality conformity determination.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 7th day of June, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director



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MPO Planning Council

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Town of Garden City
Mayor Pro Tem Robb Casseday
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Troy Mellon
Town of Johnstown
Paula Cochran
Town of LaSalle
Dave Clark
City of Loveland
Mayor Pro Tem Elizabeth Austin
Town of Milliken
Mayor Donald McLeod
Town of Severance
Mayor Pro Tem Aaron Pearson
Town of Timnath
Commissioner Julie Cozad
Weld County
Chris Colclasure
CDPHE- Air Pollution Control Division
Kathy Gilliland
Transportation Commission

MPO Staff

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

Memorandum

TO: NFRMPO Council
FROM: Crystal Hedberg
Date: June 7, 2018
RE: CY 2018st Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 1st Quarter of Calendar Year 2018 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights-1st Quarter

The contract for the consultant performing modeling work for the Transportation Model update was executed in January. Preliminary work was conducted during the first quarter. This project is budgeted to be completed by year end. The Transportation Model update is funded by Surface Transportation Block Grant Program funds and State Planning funds.

The funds to be received from Fort Collins in exchange for \$5310 funds will be determined during the fourth quarter of 2018 and recorded at that time. The FY 2017 \$5310 funds (\$28,212) were not received during the first quarter and remain as part of the recorded accounts receivable as of March 31, 2018.

Annual Budgeted local match is billed to the council community members in January of each year and recorded as deferred revenue on the Statement of Net Position. Each month the amount required to match grant billing is moved to local match. Also any expenditure that the council has agreed to fund 100% from local match is moved to a revenue account. A majority of the expenditures funded by 100% local match during the first quarter were administrative leave for the former executive director and legal fees, both of which are federal non allowable expenses and can not be reimbursed with federal funds.

The first quarter expenditures exceeded revenues resulting in a deficiency of \$116,702. A large part of the deficiency relates to the severance payment for the former executive director which is an indirect cost. See Note 2 for a discussion of indirect cost rate reimbursements.

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

VanGo™ Highlights – 1st Quarter

FY 2017 §5307 and §5339 funds were exchanged with the City of Fort Collins for local dollars. This agreement provides the MPO with 62% of the allocated federal amount in local funds which do not require a Buy America waiver. The FY 2017 §5307 funds (\$645,082) and §5339 (\$65,535) were accrued in 2017. The §5307 funds were received in March 2018. The §5339 funds have not been collected at the end of the first quarter and remain as part of the recorded accounts receivable as of March 2018. The amount of FY 2016 §5339 (\$65,535) funds were also received in March 2018. The 2018 amounts will be determined in the fall of 2018.

Consulting services were budgeted to add a module to the VanGo portal for National Database Reporting. It was determined in January 2018 not to pursue this portion of the portal.

The fourth quarter revenues exceeded expenses resulting in a net annual increase of \$7,010 at the end of the first quarter. This is due in part to having no at-fault accidents since the beginning of the year.

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

Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2018 1st Quarter Unaudited Financial Statements dated March 31, 2018.

Notes:

Note 1:

The NFRMPO operates on an accrual basis for the CY 2018 for reporting NFRMPO financial records. Accrual basis means that revenues are recognized when earned and expenses when incurred.

Note 2

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2017 indirect cost rate was calculated using the 2015 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

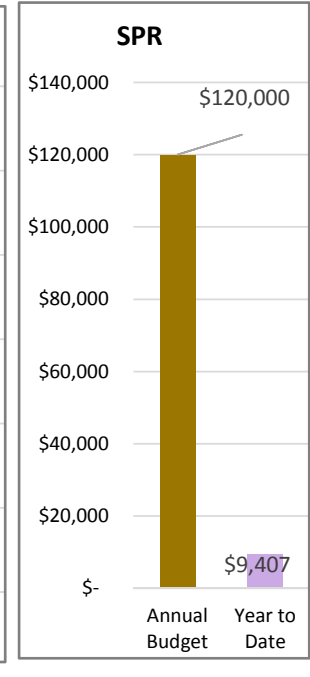
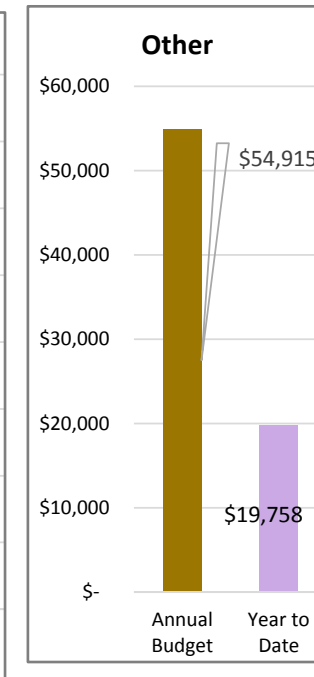
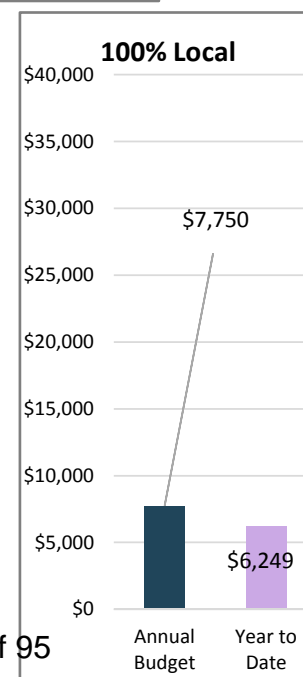
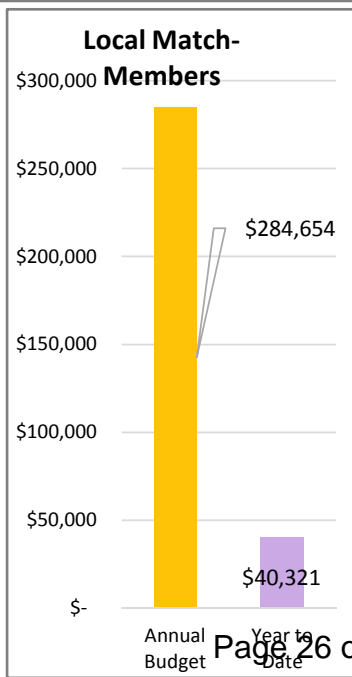
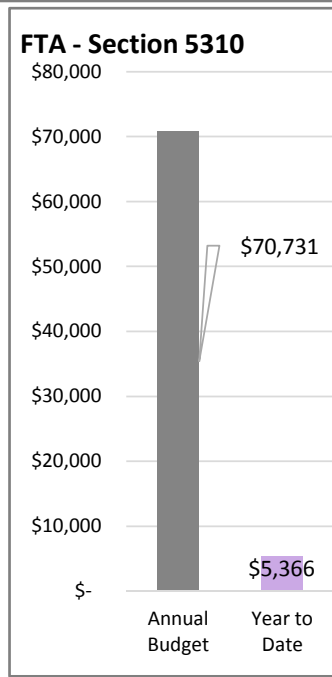
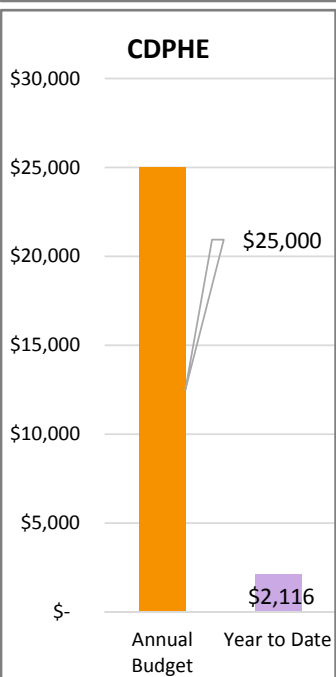
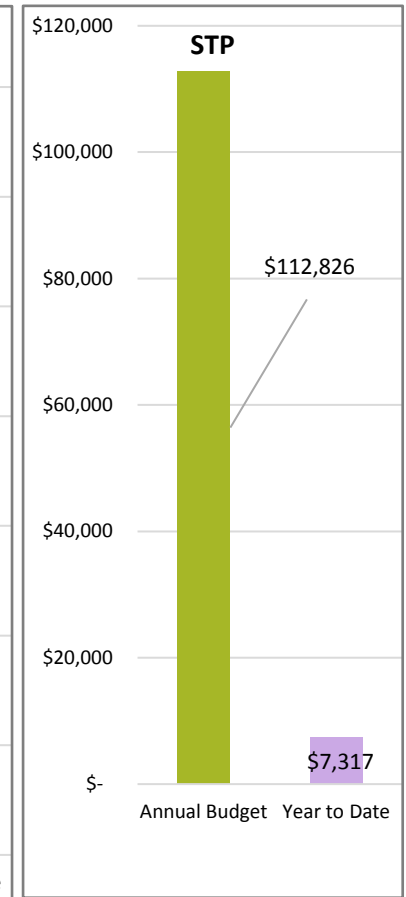
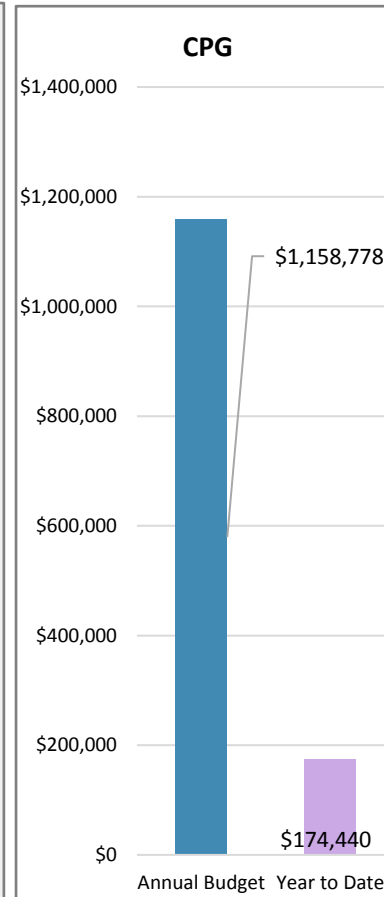
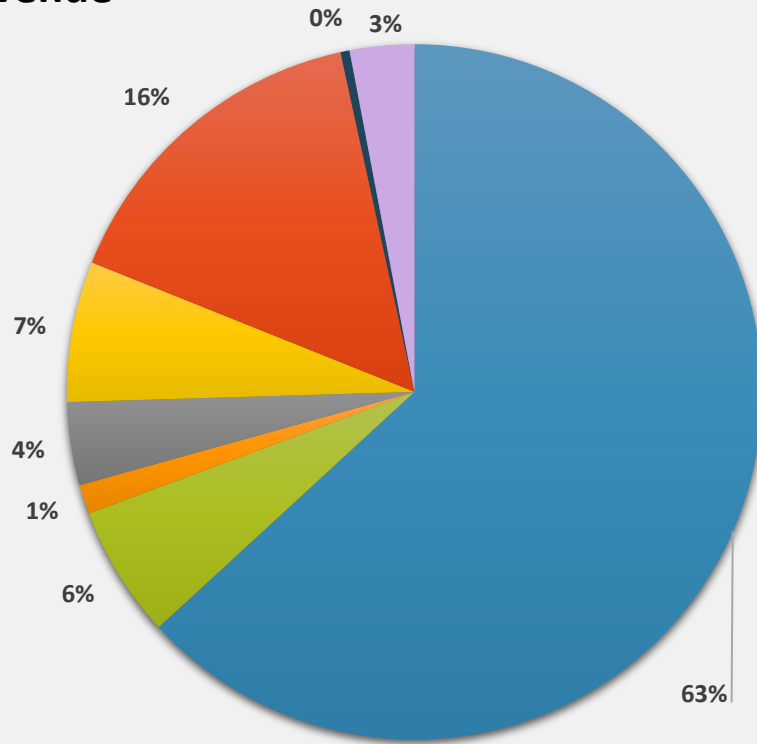
Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - 2018

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- CPG
- STBGP
- CDPHE
- FTA - Section 5310
- State Planning Funds (SPR)
- Local Match - Members
- 100% Local
- Other



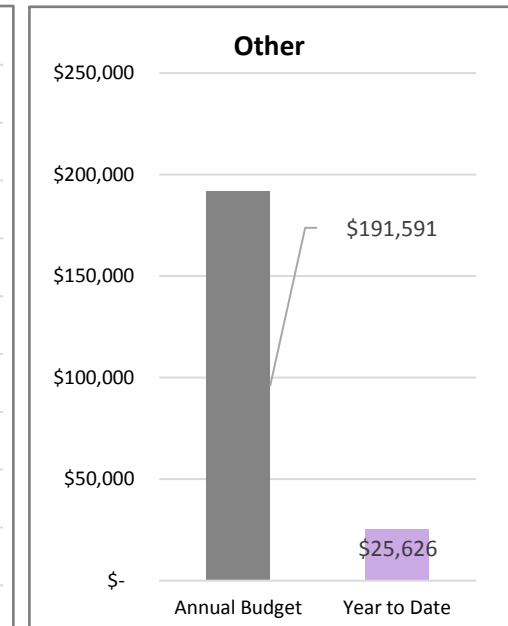
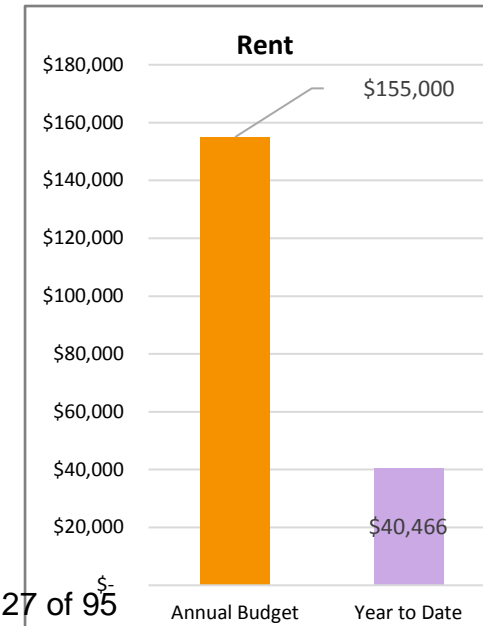
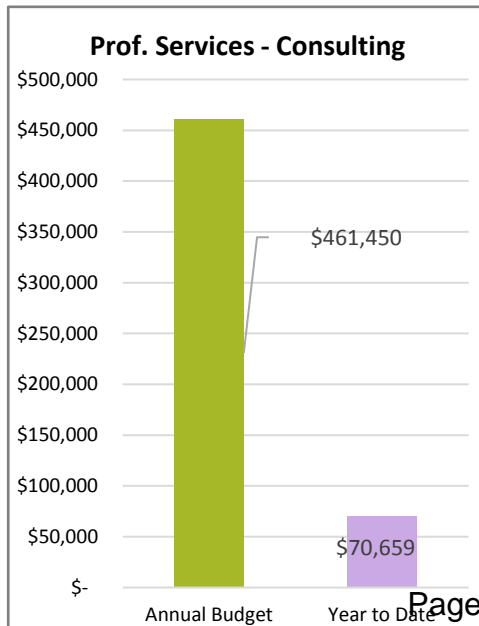
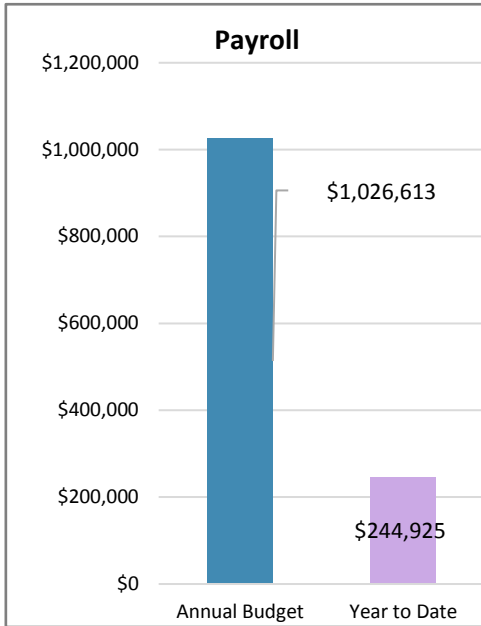
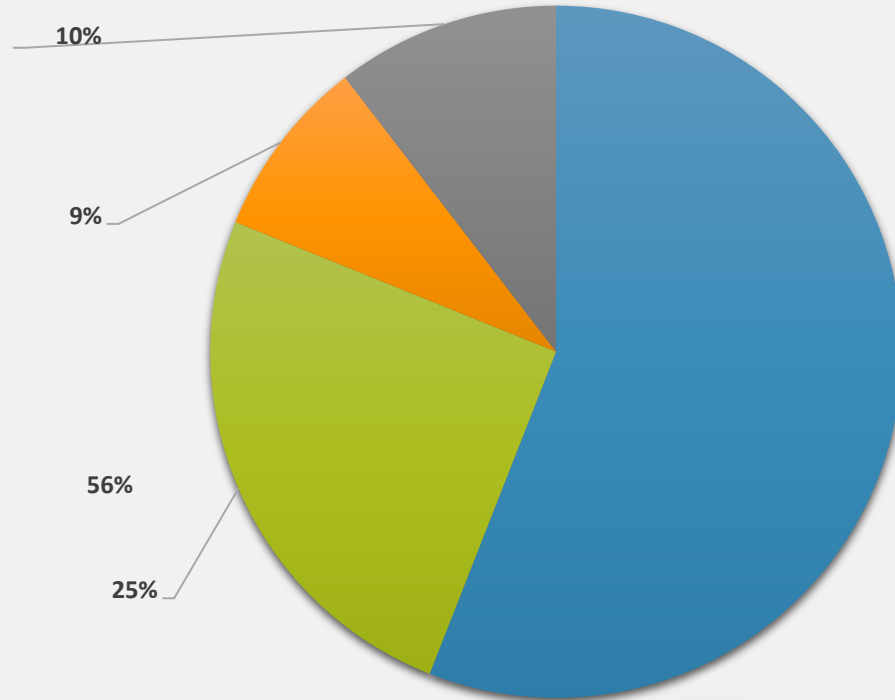
Metropolitan Planning Organization - EXPENSES

Annually Budgeted Expenses vs. Expenses - 2018

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

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



Metropolitan Planning Organization
Statement of Net Position
March 31, 2018

ASSETS	
Cash and Cash Equivalents	\$159,272
Investments	441,550
Receivables	263,965
Due from Other Funds	10,634
Capital Assets, net	58,468
Total Assets	<u>933,888</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	69,307
Deferred Revenue	227,751
Advances from Other Funds	549
Loan Payable to VanGo	33,569
Accumulated Leave	50,379
Total Liabilities	<u>381,556</u>
FUND BALANCE	
Unreserved	669,034
Current Year Revenue over (under) Expenditures	<u>(116,702)</u>
Total Fund Balance	<u>552,332</u>
Total Liabilities and Fund Balance	<u>933,888</u>

METROPOLITAN PLANNING ORGANIZATION
Revenue, Expenditures & Changes in Fund Balance
For the Three Months Ended March 31, 2018

	1st Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
REVENUE						
FHWA - Federal Income - CPG	\$174,440	\$174,440	\$1,158,778	\$984,338	15.05%	
FHWA - Federal Income - STBGP	7,317	7,317	112,826	105,509	6.49%	
FTA-Federal Income-405C			4,430	4,430	0.00%	①
FTA Federal Income-Section 5310	5,366	5,366	34,501	29,135	15.55%	
State Planning Funds	9,407	9,407	120,000	110,593	7.84%	②
State-CDPHE	2,116	2,116	25,000	22,884	8.46%	
Subtotal Grant Revenue	198,646	198,646	1,455,535	1,256,889	13.65%	
Local match - Member Entites	40,321	40,321	284,654	244,333	14.17%	
100% Local	6,249	6,249	7,750	1,501	80.63%	③
Subtotal Local - All Sources	46,570	46,570	292,404	245,834	22.12%	
City of Fort Collins Funds			36,230	36,230	0.00%	④
Subtotal Revenue from Other Sources			36,230	36,230	0.00%	
Miscellaneous Revenue	76	76		(76)	0.00%	⑤
Interest Earned	1,564	1,564		(1,564)	0.00%	⑤
Use of Reserves	18,118	18,118	50,485	32,367	35.89%	⑥
Subtotal Other Revenue Sources	19,758	19,758	50,485	30,727	3.25%	
Total Revenue- Combined Sources	264,974	264,974	1,834,654	1,569,680	14.44%	
EXPENDITURES/EXPENSES						
Administration	120,242	120,242	195,398	75,156	61.54%	⑦
Transportation Planning	117,974	117,974	781,213	663,239	15.10%	⑦
Mobility Management	6,709	6,709	50,002	43,293	13.42%	
Subtotal Payroll Expense	244,925	244,925	1,026,613	781,688	23.86%	
Professional Services & Consulting	70,659	70,659	461,450	390,791	15.31%	⑧
Subtotal professional Services & Consulting	70,659	70,659	461,450	390,791	15.31%	
Fleet Expense			4,500	4,500	0.00%	⑨
Insurance Expense	1,464	1,464	6,600	5,137	22.17%	
Office Furniture/Equipment (non-cap)	5,939	5,939	21,000	15,061	28.28%	
Office Supplies	531	531	5,500	4,969	9.66%	
Communications (phone/data/fax)	1,682	1,682	9,600	7,918	17.53%	
Postage	393	393	2,560	2,167	15.35%	
Rent	40,466	40,466	155,000	114,534	26.11%	
Other Office Operating (Facility, Repairs, Furniture move)	1,510	1,510	9,100	7,590	16.59%	
Recycling, Office Equipment Lease)						
Dues, licensing and Subscriptions	20,139	20,139	45,221	25,082	44.53%	⑩
Maintenance Contracts - Copier maintenance/usage	1,862	1,862	40,325	38,463	4.62%	⑪
Event/Meeting Expense	2,692	2,692	12,674	9,982	21.24%	
Indirect Costs	(15,828)	(15,828)	(66,014)	(50,186)	23.98%	
Travel/Conference/Training Expense	5,243	5,243	28,025	22,782	18.71%	
Capitalized Equipment /Vehicles			63,500	63,500	0.00%	
Loan Payments			9,000	9,000	0.00%	
Subtotal Other Expenses	66,092	66,092	346,591	280,499	19.07%	
Total Expenditures/Expenses	381,676	381,676	1,834,654	1,452,978	20.80%	
Excess(Deficiency of Revenue over Expenditures)	(116,702)	(116,702)	0	116,702		

METROPOLITAN PLANNING ORGANIZATION
Revenue, Expenditures & Change in Fund Balance
For the Twelve Months Ending December 31, 2017

Explanation of Variances

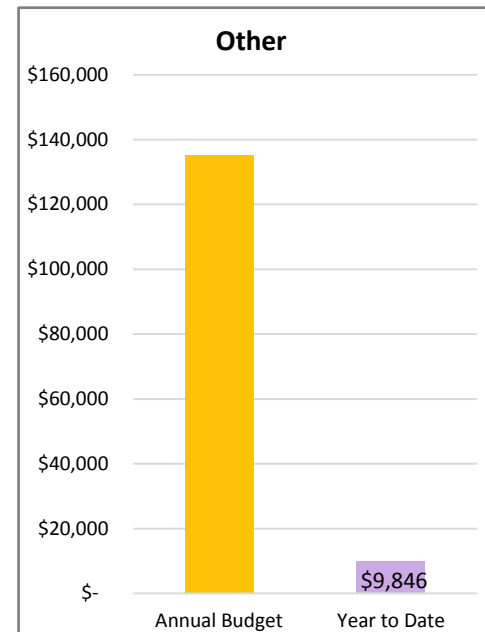
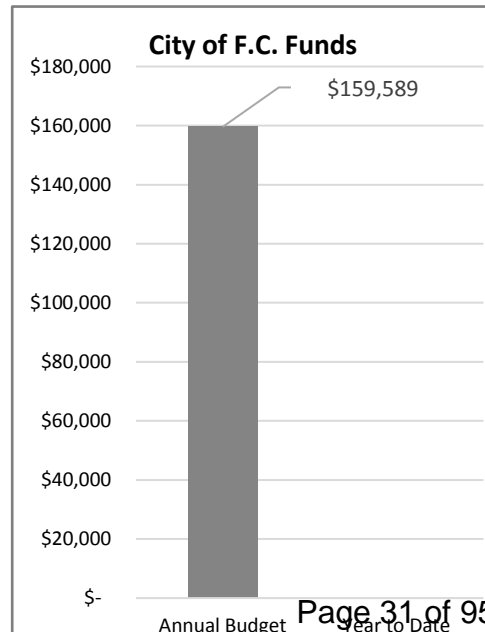
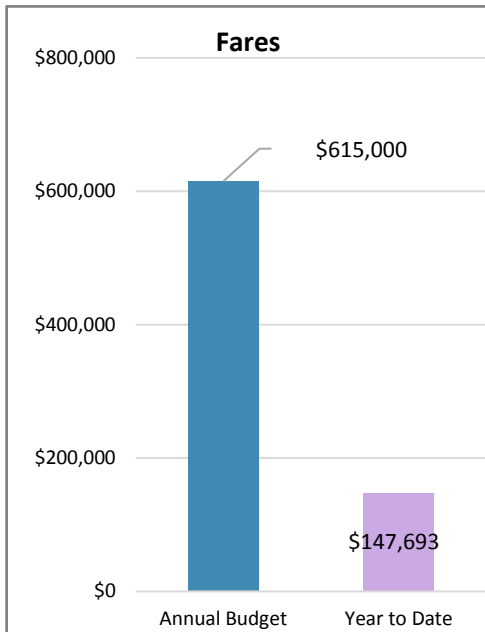
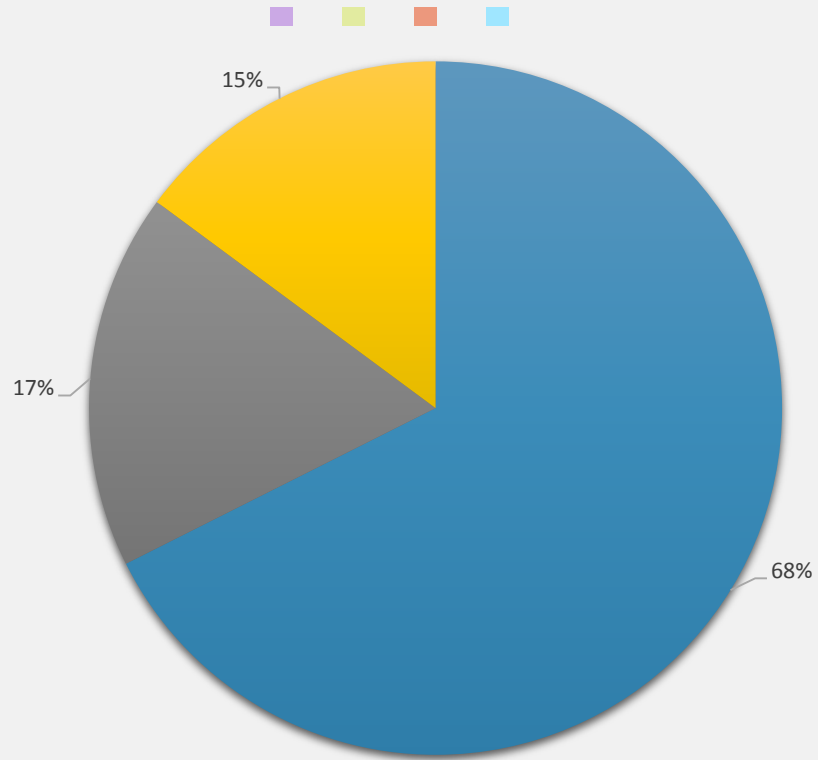
- ① FTA 405C grant not approved until March. Unable to bill until the project is complete.
- ② Consultant contract was finalized in January. Preliminary work was conducted during the first quarter.
- ③ Payments for administrative leave for the previous executive director is a non allowable for expense for grant reimbursement. Therefore this was funded 100% by local match
- ④ Fort Collins funds are calculated during the 4th quarter of the year
- ⑤ Interest is not budgeted for the UPWP
- ⑥ Non allowable legal fees pertaining to the previous executive director.
- ⑦ Severance payments for the previous executive director had to be booked as administrative payroll. The executive director's time was budget as transportation planning payroll.
- ⑧ Transportation model update consultant was engaged in January. Preliminary work was conducted during the first quarter.
- ⑨ The MPO no longer owns a vehicle. Staff use VanGo vehicles and reimburse that program the standard mileage rate.
- ⑩ The majority of the professional dues are paid during the first quarter.
- ⑪ Maintenance contracts are due for renewal during the second and third quarters.

VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - 2018

Annual Budgeted Revenue

- Fares
- City of FC Funds
- Other



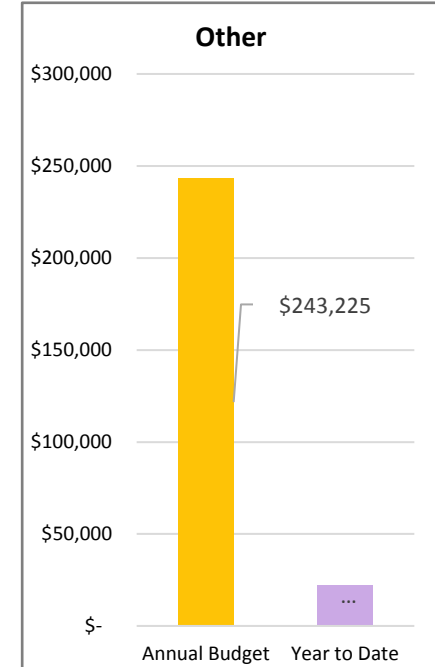
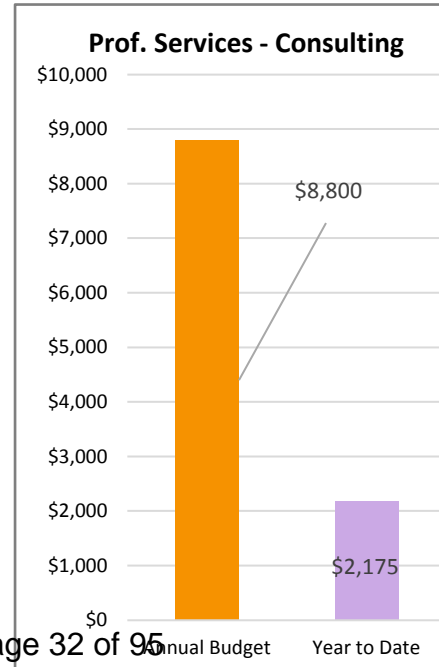
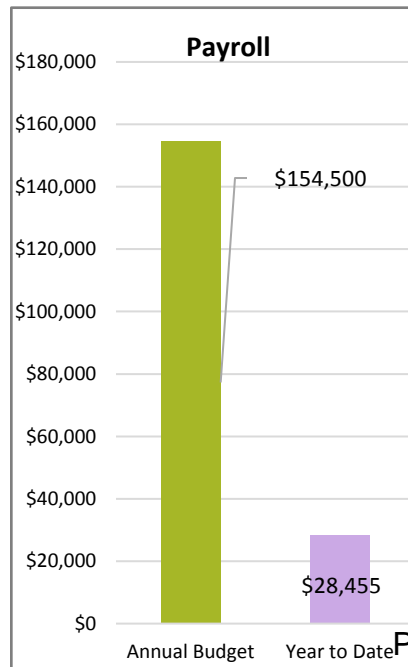
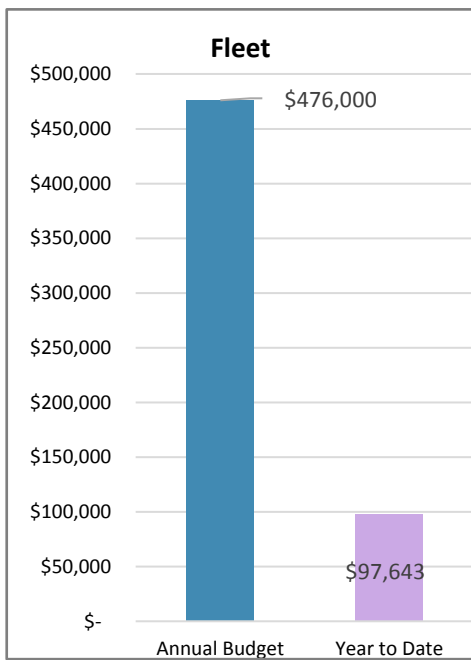
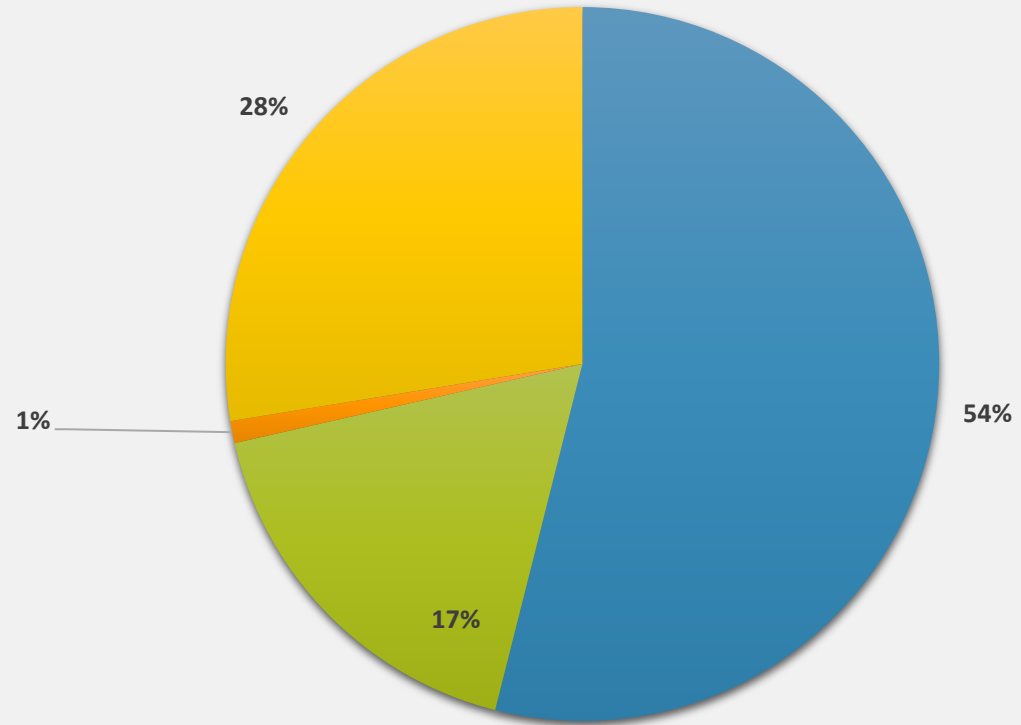
VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2018

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Fleet
- Payroll
- Prof. Services - Consulting
- Other



VanGo
Statement of Net Position
For the Three Months Ending March 31, 2018

ASSETS	
Cash and Cash Equivalents	\$98,812
Cash-Savings	93,193
Investments	2,989,806
Receivables	45,651
Advances to Other Funds	549
Loan Receivable	33,569
Capital Assets, net	643,968
Total Assets	<u><u>3,905,549</u></u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	28,276
Due to Other Funds	10,634
Accumuled Leave - Due in less than one year	4,406
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	827
Total Liabilities	<u><u>44,143</u></u>
FUND BALANCE	
Unreserved	3,854,396
Current Year Revenue over (under) Expenditures	7,010
Total Fund Balance	<u><u>3,861,406</u></u>
Total Liabilities and Fund Balance	<u><u>3,905,549</u></u>

VanGo
Revenue, Expenditures & Changes in Fund Balance
For the Three Months Ended March 31, 2018

	1st Qtr	1st Qtr Year to Date	Annual Budget	Annual Variance	% Complete	
REVENUE						
Program Revenue - Fares	\$147,693	\$147,693	\$615,000	\$467,307	24.02%	
City of Fort Collins Funds			159,589	159,589	0.00%	(a)
<i>Subtotal VanGo Revenue-All Sources</i>	<i>147,693</i>	<i>147,693</i>	<i>774,589</i>	<i>626,896</i>	<i>19.07%</i>	
Interest Earned	9,846	9,846		(9,846)	0.00%	(b)
<i>Subtotal Other Revenue Sources</i>	<i>9,846</i>	<i>9,846</i>		<i>(9,846)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	157,539	157,539	774,589	617,050	20.34%	
EXPENDITURES/EXPENSES						
Fleet Expense						
Fleet Insurance	27,818	27,818	115,000	87,182	24.19%	
Fleet Motor Fuel & Oil	29,623	29,623	130,000	100,377	22.79%	
Fleet Repairs & Maintenance	38,485	38,485	195,000	156,515	19.74%	
Fleet Repairs & Maintenance-Insurance Deductible			2,000	2,000	0.00%	
Guaranteed Ride Home	367	367	27,000	26,633	1.36%	
Fleet Other	1,350	1,350	7,000	5,650	19.29%	
Subtotal Fleet Expense	97,643	97,643	476,000	378,357	20.51%	
<i>VanGo Payroll</i>	<i>28,455</i>	<i>28,455</i>	<i>154,500</i>	<i>126,045</i>	<i>18.42%</i>	
<i>Professional Services and Consulting</i>	<i>2,175</i>	<i>2,175</i>	<i>8,800</i>	<i>6,625</i>	<i>3.05%</i>	(c)
Office Supplies			400	400	0.00%	
Postage	10	10	400	390	2.50%	(d)
Credit Card Fees	3,584	3,584	14,000	10,416	25.60%	
Dues, Licensing and Subscriptions			1,225	1,225	0.00%	(e)
Maintenance Contracts - Copier maintenance/usage	57	57	25,049	24,992	0.23%	(f)
Bad Debt	2,083	2,083	750	(1,333)	277.73%	(g)
Rideshare Promotion			20,000	20,000	0.00%	(h)
Event/Meeting Expense			3,200	3,200	0.00%	(i)
Indirect Costs	15,827	15,827	66,015	50,188	23.98%	
Travel/Conference/ Training	695	695	4,250	3,555	16.35%	
<i>Subtotal Other Expenses</i>	<i>22,256</i>	<i>22,256</i>	<i>135,289</i>	<i>113,033</i>	<i>17.93%</i>	
Total Expenditures/Expenses	150,529	150,529	774,589	624,060	19.43%	
Excess(Deficiency of Revenue over Expenditures)	7,010	7,010		(7,010)	0.00%	

Explanation of Variances

- (a) Fort Collins exchange fund amounts determined during the 4th quarter
- (b) Interest not budget for the UPWP
- (c) Consulting services were budgeted for adding the national transit database module to the VanGo portal. Determined during January 2018 not to pursue this portion of the portal.
- (d) Postage may increase with safety meeting in September.
- (e) Due renewals occur in 3rd and 4th qtr.
- (f) Maintenance contracts for the bill pay site and the portal renew in 3rd and 4th qtr.
- (g) Policy to write off accounts when vanpooler is sent to collections.
- (h) No promotion has been contracted for as of March 31, 2018
- (i) Safety meeting occurs in September.

<u>1st Quarter Professional Services & Consulting</u>	Year-to-Date			
	2018	2018		%
	Budget	Actual	Variance Under (over)	
Professional Services & Consulting Administration				
Information Technology Services				
Greystone	\$ 33,000.00	\$ 7,125.00	\$ 25,875.00	21.59%
Njevity	\$ 500.00	\$ 997.75	\$ (497.75)	199.55%
Audit Services				
Eidi Bailly	\$ 20,750.00	\$ 10,800.00	\$ 9,950.00	52.05%
Legal Services				
Bell, Gould & Scott PC	\$ 5,000.00	\$ 9,406.00	\$ (4,406.00)	188.12%
Human Services				
Professional Development(Christina)	\$ 50,485.00		\$ 50,485.00	0.00%
Turning the Corner-HR Services	\$ 12,000.00	\$ 3,000.00	\$ 9,000.00	25.00%
Larimer County-Interim Executive Director	\$ 10,000.00	\$ 18,430.00	\$ (8,430.00)	184.30%
	\$ 131,735.00	\$ 49,758.75	\$ 81,976.25	37.77%
VanGo™ Program				
Portal- NTD Module	\$ 8,300.00	\$ 2,000.00	\$ 6,300.00	24.10%
Planning				
Transportation Model Update	\$ 270,000.00	\$ 19,828.34	\$ 250,171.66	7.34%
Land Use Model	\$ 45,615.00		\$ 45,615.00	0.00%
Local Transportation Plans	\$ 9,000.00	\$ -	\$ 9,000.00	0.00%
	\$ 324,615.00	\$ 19,828.34	\$ 304,786.66	6.11%
Translation Services	\$ 600.00		\$ 600.00	0.00%
Volunteer Drivers Program	\$ 5,000.00	\$ 1,246.95	\$ 3,753.05	24.94%
	\$ 5,600.00	\$ 1,246.95	\$ 4,353.05	24.94%
Year-to-Date Professional Services & Consulting Total				
	\$ 470,250.00	\$ 72,834.04	\$ 397,415.96	15.49%

(a)

(b)

(c)

(d)

(e)

(f)

(a) Greystone consulted Njevity to set up replacement computers

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

(c) Additional legal fees for human resources items involving the previous executive director

(d) Christina's contract was terminated

(e) Interium executive director's contract was etended

(f) Preliminary work began on the transportation model

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of March 31, 2018

Institution	Account Number	Balance as of March 31, 2018		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	\$ 158,935.00		\$ 158,935.00
1st National Bank	7343		\$ 98,812.33	\$ 98,812.33
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 159,010.00	\$ 98,812.33	\$ 257,822.33
Savings				
1st National Bank	6539		\$ 93,193.07	\$ 93,193.07
Total Savings		\$ -	\$ 93,193.07	\$ 93,193.07
Investments				
COLOTRUST	8001	\$ 441,549.66	\$ 2,989,806.13	\$ 3,431,355.79
Total Investments		\$ 441,549.66	\$ 2,989,806.13	\$ 3,431,355.79
Total Savings and Investments		\$ 600,559.66	\$ 3,181,811.53	\$ 3,782,371.19

Operating Reserves		Capital Reserve	Other	Other	Total
MPO	VanGo	VanGo	MPO***	VanGo **	
			\$ 158,935.00		\$ 158,935.00
				\$ 98,812.33	\$ 98,812.33
			\$ 75.00		\$ 75.00
\$ -	\$ -	\$ -	\$ 159,010.00	\$ 98,812.33	\$ 257,822.33
				\$ 93,193.07	\$ 93,193.07
\$ -	\$ -	\$ -		\$ 93,193.07	\$ 93,193.07
\$ 366,360.03	\$ 387,294.50	\$ 434,083.73	\$ 75,189.63	\$ 2,168,427.90	\$ 3,431,355.79
\$ 366,360.03	\$ 387,294.50	\$ 434,083.73	\$ 75,189.63	\$ 2,168,427.90	\$ 3,431,355.79
\$ 366,360.03	\$ 387,294.50	\$ 434,083.73	\$ 234,199.63	\$ 2,360,433.30	\$ 3,782,371.19

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

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 7, 2018 Windsor	Draft FY 2019-2022 TIP **CONSENT**	Medora Kealy
Objective/Request Action		
To adopt 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 the Colorado Department of Transportation's (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 fiscally constrained 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. At the Federal Certification site visit on March 27, the Federal Highway Administration (FHWA) and Federal Transit Administration (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 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 TIP 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 CDOT and 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. No public comments have been received as of May 25, 2018. The FY 2019-2022 TIP meets air quality conformity requirements as demonstrated in the Ozone Conformity Determination and Carbon Monoxide (CO) Conformity Determination. 		
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 on July 1, 2018.		
Disadvantages		
None noted.		
Analysis /Recommendation		
At their May 16, 2018 meeting, TAC recommended Planning Council adopt the FY 2019-2022 TIP.		
Attachments		
Resolution 2018-09		



**RESOLUTION NO. 2018-09
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL ADOPTING THE FY 2019-2022 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process for Metropolitan Planning Organizations (MPO’s); and

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

WHEREAS, the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range is also within the Denver-North Front Range 8-hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for CO in the North Front Range; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended in 1990, and the State Implementation Plan (SIP) for air quality; and

WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, the ozone conformity determination, relying on the previous regional emissions analysis, and the CO conformity determination demonstrate conformity of the FY 2019-2022 TIP as required by 40 CFR §93; and

WHEREAS, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2019-2022 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of June, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 7, 2018 Windsor	FY2018 Program of Projects (POP)	Kaley Zeisel
Objective/Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for FFY18 FTA Sections 5307, 5310, and 5339 apportionments 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 is the Designated Recipient of FTA Sections 5307, 5310, and 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>The FFY18 apportionments are as follows:</p> <ul style="list-style-type: none"> • 5310 - \$4,501,848 • 5310 - \$207,229 • 5339 - \$532,054 <p>Fort Collins works with the other TMA members to develop a distribution of available funds and identify the projects to be funded (the Program of Projects).</p> <p>Of particular note with the FFY18 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. • Public comment on the POP was solicited and encouraged via a public notice posted in the TMA newspapers over the span of one week advertising a public meeting; the public meeting was held from 9:30 – 11:00am at the Downtown Transit on April 26, 2018; the POP was published on ridetransfort.com with direct contact information provided as an avenue to provide comments. 		
Committee Discussion		
TAC discussed the FY2018 POP at their May 16, 2018 meeting, and recommended Planning Council approval.		
Supporting Information		
<p>There is a planning requirement under 49 USC Chapter 53 for a designated recipient of FTA 5307, 5310 and 5339 funding to develop a POP for inclusion in the TIP. The 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 brief project descriptions, including any sub-allocation among public transportation providers, total project costs, and federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionments 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, STIP, and/or 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 that the annual POP complies with the requirements that at least 1% of the apportionment is used for associated transit improvements, and that at least 1% is used for public transportation security projects unless all security needs are certified to have been met; and 		

- 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 submitted the POP for Planning Council approval. Following approval, this item will be included in the FY18-21 TIP and the FY17-20 STIP.

Advantages

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

Disadvantages

None noted.

Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have or will meet all federal requirements as the Designated Recipient of these specific FTA funds. TAC recommends Planning Council approval of FY2018 POP.

Attachments

- FFY18 Program of Projects
- FTA 5307, 5310 and 5339 Fact Sheets
- April 26, 2018 Public Hearing Public Notice
- Resolution 2018-10

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 Sponser	Total Project Cost	Source of Funds (Federal and Local)
Rehab/Renovate Mobile Surveillance and Security Equipment	Fort Collins	\$56,273	\$45,018 Federal and \$11,255 local - 20% local match requirement
Rehab/Renovate Historic Mass Transportation Buildings	Fort Collins	\$56,273	\$45,018 Federal and \$11,255 local - 20% local match requirement
Preventative Maintenance - Facilities	Fort Collins	\$225,092	\$180,000 Federal and \$45,018 local - 20% local match requirement
Preventative Maintenance - Rolling Stock	Fort Collins	\$2,082,105	\$1,655,684 Federal and \$416,421 local - 20% local match requirement
Capital Costs of Operating	Fort Collins	\$1,125,462	\$450,185 Federal and \$675,277 local - 60% local match requirement
Operating Expenses	Fort Collins	\$4,231,737	\$2,115,869 Federal and \$2,115,869 Local - 50% local match requirement
Total Project Costs - Fort Collins		\$7,776,942	
Total Federal Costs - Fort Collins		\$4,501,848	

FFY 2018 FTA SECTION 5310 - \$195,314

FFY 2016 FTA SECTION 5310 - \$189,213

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Continuation of Dial-A-Taxi program (Fort Collins and Loveland)	Fort Collins	\$260,284	\$207,229 Federal (FFY18) and \$53,055 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		\$496,797	
Total Federal Costs - Fort Collins		\$396,442	

FFY 2018 FTA SECTION 5339 - \$399,473

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

Project Description	Project Sponser	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	\$665,068	\$532,054 Federal (FFY18) and \$133,014 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$925,068	
Total Federal Costs - Fort Collins		\$740,054	



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

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.



RESOLUTION NO. 2018-10

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING AN AMENDMENT TO THE FY2018-2021 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) REGARDING FTA §5307, §5310, §5339 FORT COLLINS/LOVELAND/BERTHOUD
TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY18**

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

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

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

WHEREAS, the Air Quality Conformity Finding conducted on the FY2018-2021 TIP was positive, and all of the projects in the FY2018-2021 TIP come from the conforming 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity finding on the FY2018-2021;

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

- FTA §5307 – Rehab/Renovate Mobile Surveillance and Security Equipment and Historic Mass Transportation Buildings, Preventative Maintenance, and Operating Costs & Expenses
 - FY18 Allocation of \$4,506,999 (Federal)
- FTA §5310 – Continuation of Dial-A-Taxi program (Fort Collins and Loveland), Paratransit Vehicle Replacement, and Travel Training Program
 - FY18 Allocation of \$195,314 (Federal)
 - FY16 Allocation of \$189,213 (Federal)
- FTA §5339 – Vehicle Replacement-Non Revenue Service Vehicles and Rehab/Renovate Technology Equipment
 - FY18 Allocation of \$399,473 (Federal)
 - FY15/16 Allocation of \$208,000 (Federal)

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of June, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director



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Director
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Crystal Hedberg
Finance Director*

To: NFRMPO Council

From Crystal Hedberg

Date June 7, 2018

Re: 2017 Audited Financial Statements

Background

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

Eide Bailly performed the 2017 independent audit. Sara Kurtz and Carrie Endres, Eide Bailly, met with the finance committee on April 19 to review the draft finance statement package, the audit opinion, and required communication with management. The audit opinion states the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2017. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed. It was noted that one significant deficiency not considered to be a material weakness was identified in the agency's internal controls.

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

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

Eide Bailly staff will provide printed copies of 2017 Audited Financial Statements to the June 7 Council meeting. Links to audit documents are below:

<https://nfrmpo.org/wp-content/uploads/cy-17-audited-financials.pdf>

<https://nfrmpo.org/wp-content/uploads/nfrmpo-uniform-guidance.pdf>

<https://nfrmpo.org/wp-content/uploads/2017-nfrmpo-communications.pdf>

Action

The Finance Committee recommends that the NFRMPO Council review and approve the 2017 Audited Financial Statements

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																								
June 7, 2018 Windsor	May 2018 TIP Amendment	Medora Kealy																								
Objective/Request Action																										
To approve the May 2018 Transportation Improvement Program (TIP) Amendment to the FY2018-FY2021 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																								
Key Points																										
NFRMPO staff received seven Amendment requests for the May 2018 TIP Amendment cycle. CDOT R4 is requesting to add one project: <ul style="list-style-type: none"> Adding the <i>Traffic Management Center (TMC)</i> project with \$20k state discretionary funds for the design of the Region 4 TMC in FY18. 																										
Table 1: Traffic Management Center Project Funding in Thousands <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Requested Net Change</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$0</td> <td>\$20</td> <td>\$0</td> <td>\$0</td> <td>\$20</td> </tr> <tr> <td>Total</td> <td>\$0</td> <td>\$20</td> <td>\$0</td> <td>\$0</td> <td>\$20</td> </tr> </tbody> </table>			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						
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: <ul style="list-style-type: none"> Revising the scope of the <i>Transfort CNG Bus Replacement</i> 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 <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Requested Net Change</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$3,189</td> <td>\$775</td> <td>\$0</td> <td>\$775</td> <td>\$3,964</td> </tr> <tr> <td>Local</td> <td>\$663</td> <td>\$325</td> <td>\$0</td> <td>\$325</td> <td>\$988</td> </tr> <tr> <td>Total</td> <td>\$3,852</td> <td>\$1,100</td> <td>\$0</td> <td>\$1,100</td> <td>\$4,952</td> </tr> </tbody> </table>			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
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Federal	\$3,189	\$775	\$0	\$775	\$3,964																					
Local	\$663	\$325	\$0	\$325	\$988																					
Total	\$3,852	\$1,100	\$0	\$1,100	\$4,952																					
<ul style="list-style-type: none"> Adding the <i>Cutaway Purchase</i> project with \$128k federal FTA \$5310 funding and \$32k local funding in FY19. 																										
Table 3: Cutaway Purchase Project Funding in Thousands <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Requested Net Change</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$0</td> <td>\$128</td> <td>\$0</td> <td>\$128</td> <td>\$128</td> </tr> <tr> <td>Local</td> <td>\$0</td> <td>\$32</td> <td>\$0</td> <td>\$32</td> <td>\$32</td> </tr> <tr> <td>Total</td> <td>\$0</td> <td>\$160</td> <td>\$0</td> <td>\$160</td> <td>\$160</td> </tr> </tbody> </table>			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
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																					
<ul style="list-style-type: none"> Adding the <i>Travel Training Salary</i> 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 requesting 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 Planning Council will see the May 2018 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the May 2018 TIP Amendment began 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

Approval of the May 2018 TIP Amendment ensures available funds are assigned to projects in a timely manner and the FY2018-2021 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

TAC recommended Planning Council approve the May 2018 TIP Amendment at their May 16, 2018 meeting.

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
- Resolution No. 2018-11

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
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	-	-
SST7007.005					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.														
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	-	-
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.														
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	FTA 5339	-	-	459	-	-	459	-	-
SST7064					Local	Local	-	-	110	-	-	110	-	-
					Total		-	-	569	-	-	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	FASTER Local	-	-	200	-	-	200	-	-
SST7064					Local	Local	-	-	50	-	-	50	-	-
					Total		-	-	250	-	-	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:



RESOLUTION NO. 2018-11
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MAY 2018 AMENDMENT TO THE FY2018-2021 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

WHEREAS, 49 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

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

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

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

WHEREAS, the FY2018-2021 TIP remains fiscally constrained;

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

- State Discretionary Funds
 - Adding CDOT’s *Traffic Management Center (TMC)* project with \$20k state discretionary funds in FY2018.
- FTA §5310
 - Adding the City of Fort Collins’ *Cutaway Purchase* project with \$128k federal §5310 funds and \$32k local funds in FY19.
 - Adding the City of Fort Collins’ *Travel Training Salary* project with \$61k federal §5310 funds and \$15k local funds in FY19.
- FTA §5339
 - Adding the *2019 NFR – GET 40’ Bus Replacement* project with \$459k federal FTA §5339 funds and \$50k local funds in FY19.
- Congestion Mitigation and Air Quality
 - Revising the *Transfort CNG Bus Replacement* project’s scope to include the purchase of an electric bus (eBus) and associated infrastructure and by adding \$775k federal CMAQ funds, \$190k local funds, and \$135k local overmatch funds in FY19.
 - Revising the *COLT CNG Bus Replacement* project’s scope to include clean diesel.
- FASTER Transit Local
 - Adding the *Transfort Gas Support Vehicles* project with \$200k state FASTER Transit Local funds and \$50k local funds in FY19.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of June, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 7, 2018 Windsor	FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects	Medora Kealy
Objective/Request Action		
To approve 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. • 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 via the May 2018 TIP Amendment, 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. ○ Large Community Pool (71.5%) = \$910,214 + \$362,813 = \$1,273,027 <ul style="list-style-type: none"> ▪ Fully fund the #1 ranked project, Loveland's <i>US 34 Widening</i>, with \$760,285. ▪ Provide remaining funding, \$512,742, to Greeley's <i>10th Street Access Control Implementation</i>, which is tied for 3rd with Fort Collins' <i>US 287 Intersection Improvements</i> project. Due to each projects' level of readiness, Fort Collins is providing its share to Greeley for this allocation, and will receive the Greeley project's share of funding at the next allocation. 		

Committee Discussion

This is the first and only time Planning Council is seeing the FY2018 additional allocation.

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

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

At their May 16, 2018 meeting, TAC recommended Planning Council approve the additional allocation of FY2018 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
- Resolution 2018-12

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

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

Projects approved by Planning Council on December 4, 2014	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	-	-
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		

Projects approved by Planning Council on November 3, 2016	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
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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
Larimer County/Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5	-	\$0	-	-	\$532,014	\$333,841
Greeley	10 th Street Access Control Implementation	\$3,100,000	\$1,498,216	\$1,601,784	3	\$512,742*	\$1,089,042	-	-	-	\$2,010,958
Fort Collins	US 287 Intersection Improvements	\$1,168,000	\$0	\$1,168,000	3	*	1,168,000	-	-	-	-
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	-	-
Eaton/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	\$1,473,747	\$3,000,000	\$3,082,040	\$5,007,213	\$4,900,555

*Instead of providing equal funding to the two projects tied for third in the Large Community Pool, the cities of Fort Collins and Greeley agreed to allocate \$512,742 to the City of Greeley's project for this allocation, and provide the Greeley project's share of funding to Fort Collins' *US 287 Intersection Improvements* project in the subsequent allocation.



RESOLUTION NO. 2018-12
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING ADDITIONAL ALLOCATIONS OF FY2018 FUNDS TO PROJECTS SELECTED IN
THE 2014 CALL FOR PROJECTS

WHEREAS, 49 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

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

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

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

WHEREAS, \$2,039,472 in unprogrammed FY18 CMAQ funds will be allocated with \$450,000 to the *GET CNG Bus Replacement* project, \$775,723 to the *Transfort CNG and eBus Replacement* project, \$315,119 to Weld County’s *Facility Expansion* project, and \$498,630 advanced from FY20/FY21 to FY19 for Loveland’s *CNG Fast Fill Stations* project; and

WHEREAS, \$1,273,027 in unprogrammed FY18 STP Metro funds will be allocated with \$760,285 to Loveland’s *US 34 Widening* project and \$512,742 to Greeley’s *10th Street Access Control Implementation* project;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2018-2021 TIP by adding the additional funding to projects as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of June, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director



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 Source(s)	Project Name	Project Description	Location	Counties	Capital Funding Need	Capital Funding Total	10-yr Associated NET Oper Cost	Total Cost (Cap+Oper)	Other Funding Sources	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		\$ 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 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.		Larimer	\$ 2.00	\$ 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 the US34 Park & Ride north to Kendall Parkway in conjunction with Bus-Only Slip Ramps	Kendall Pkwy	Larimer	\$ 15.00	\$ 20.00		\$ 20.00	\$5m SB228	F	X	HIGH	IR, R, L	McWhinney possibly to own/maintain with permanent easement to CDOT covered ramps; Fiber included, VMS to be determined; Needs long-term commitment for convenient access should capacity needs expand (vertically); High Priority - Bustang stop to replace US34& I-25 park & Ride which is at 100% capacity
T-222	NFR	CDOT	Intercity and Regional Bus Plan	North I-25 EIS	Hwy 56 / Berthoud Park-n-Ride		Hwy56	Weld	\$ 10.00	\$ 10.00		\$ 10.00		F	X	HIGH	IR, R, L	Needed for next phase of Bustang expansion
T-223	NFR	City of Loveland/COLT			COLT North Transfer Station	for FLEX service	Loveland	Larimer	\$ 2.00	\$ 2.86		\$ 2.86		F			R, L	
T-224	NFR	Transfort	West Elizabeth Enhanced Travel Corridor Plan		Foothills Station	Construction of a transfer center on the CSU Foothills Campus to provide more efficient service and facilitate transfers along a high ridership corridor.	Fort Collins	Larimer	\$ 1.50	\$ 2.50		\$ 2.50	CSU land; City of Fort Collins match	F			L	
T-225	NFR	Transfort	West Elizabeth Enhanced Travel Corridor Plan		West Elizabeth Corridor BRT	Implement highest-priority, high demand corridor with Bus Rapid Transit service	Fort Collins	Larimer	\$ 17.00	\$ 20.00		\$ 20.00	City of Fort Collins Street Oversizing & Ped Funds	I			L	
T-226	NFR	Transfort	Transfort Strategic Operating Plan		North College High Frequency Service	Implement high frequency service and enhanced stops in the North College corridor.	Fort Collins	Larimer	\$ 10.00	\$ 10.00		\$ 10.00		S			L	
T-227	NFR	Transfort	Mason Corridor 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	\$ 2.50	\$ 5.00		\$ 5.00	Private funding, local TIF as match	F			L	
T-228	NFR	Transfort	Mason Corridor Plan		MAX Drake Station Park-n-Ride	Construction of a new 250 space Park-n-Ride structure along the MAX BRT at the Drake Station.	Fort Collins	Larimer	\$ 2.75	\$ 6.25		\$ 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		\$ 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		\$ 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		\$ 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		\$ 0.50	Local match	F			L	
T-233	NFR	BATS	Upper Front Range Regional Transit Plan		Berthoud Bus Facility	Berthoud Area Transit System (BATS)	Berthoud	Larimer	\$ 0.40	\$ 0.40		\$ 0.40		F	X	Short	L	
T-236	NFR	GET	2016 GET Strategic Plan		GET Fleet Alternative Fuel Conversion		Greeley	Weld	\$ 2.00	\$ 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				\$ -		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				\$ -		S	X	Long	R, L	
New												\$ -						
New												\$ -						
New												\$ -						
New												\$ -						

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	
	DA, NFR	CDOT	North I-25 Final Environmental Impact Statement ROD	North I-25 FEIS ROD	Greeley Commuter Bus	Denver-Greeley Commuter Bus	Denver-Greeley	Denver, Adams, Weld				\$ -		S			IR, R, L	(detailed stop locations included in plan)
	EA, UFR, 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				\$ -		S	X	Long	IC	
	NFR	CDOT	Statewide Transit Plan		Evans to Berthoud Service	Regional Service From Evans to Johnstown, to Berthoud 5 days/week, 8 trips/day	Evans-Berthoud	Boulder				\$ -		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	



Regional Route

Topics

- Transit 101
- Regional Transit Route







Transit 101 – Why Transit?

- Mobility is a quality of life issue:
 - Transit Dependent Riders
 - Seniors
 - Disabled
 - Students
 - Low Income
 - Riders of Choice
 - Traffic Congestion
 - Pollution
 - Stress




Transit 101 – Types of Transit

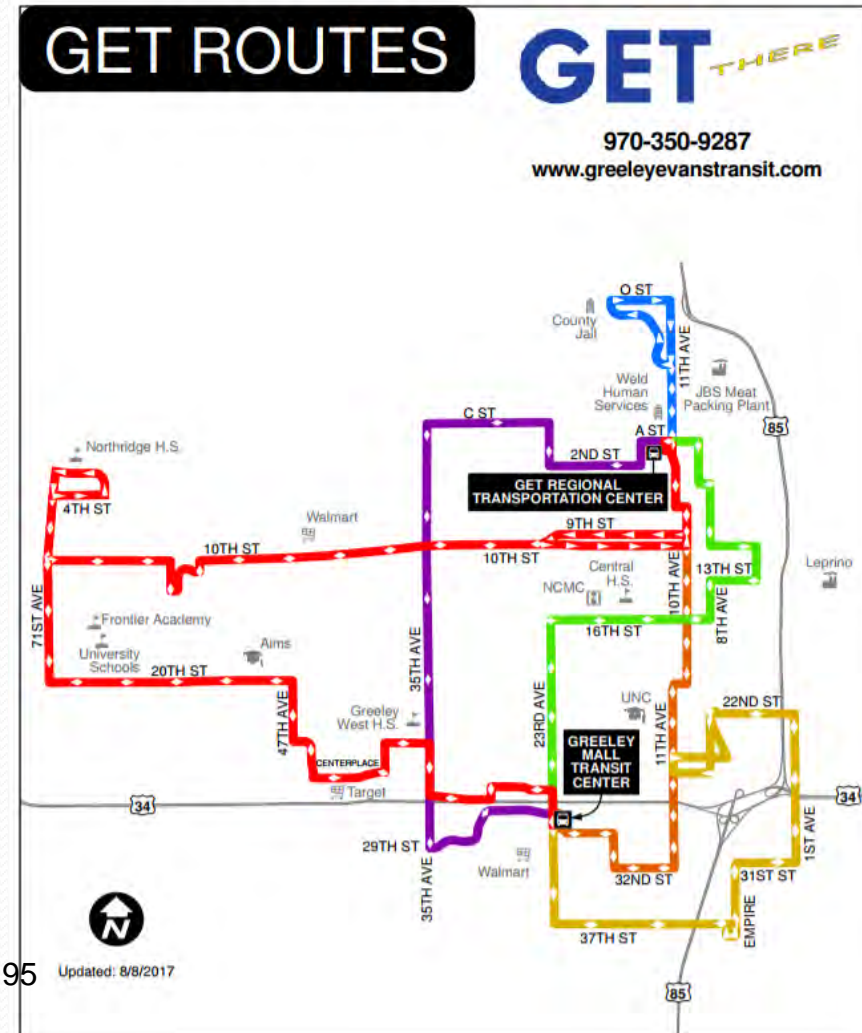
- Fixed Route 
- Call-n-Ride 
- Paratransit 
- Bus Rapid Transit
- Regional Transit 
- Rail
- Taxi
- Charters



Museums, Hazel E. Johnson Collection 91.42.1259k 1922 White 2-ton bus replaced streetcars, Greeley, Co


Transit 101 – Fixed Route

- Types of Service
 - Pulse
 - Grid
 - Modified Grid 
- Hours of Operation
 - Monday-Friday
 - 5:55 AM – 8:05 PM
 - Saturday
 - 6:55 AM – 5:35 PM
- 2018 Projected Ridership
 - 825,000



Transit 101 – Paratransit & Call-n-Ride

Paratransit

- The Americans With Disabilities Act Requires Paratransit
 - Based off eligibility
 - $\frac{3}{4}$ mile guideline
 - Same operating hours as fixed
- Options for Paratransit
 - Door to door 
 - Curb to curb
- Not Required for Express/Regional Type Service

Call-n-Ride

- Open to general public
- $\frac{3}{4}$ mile guideline
- Service for lower demand areas/periods of time

- Combined Projected 2018 Ridership
 - 24,000

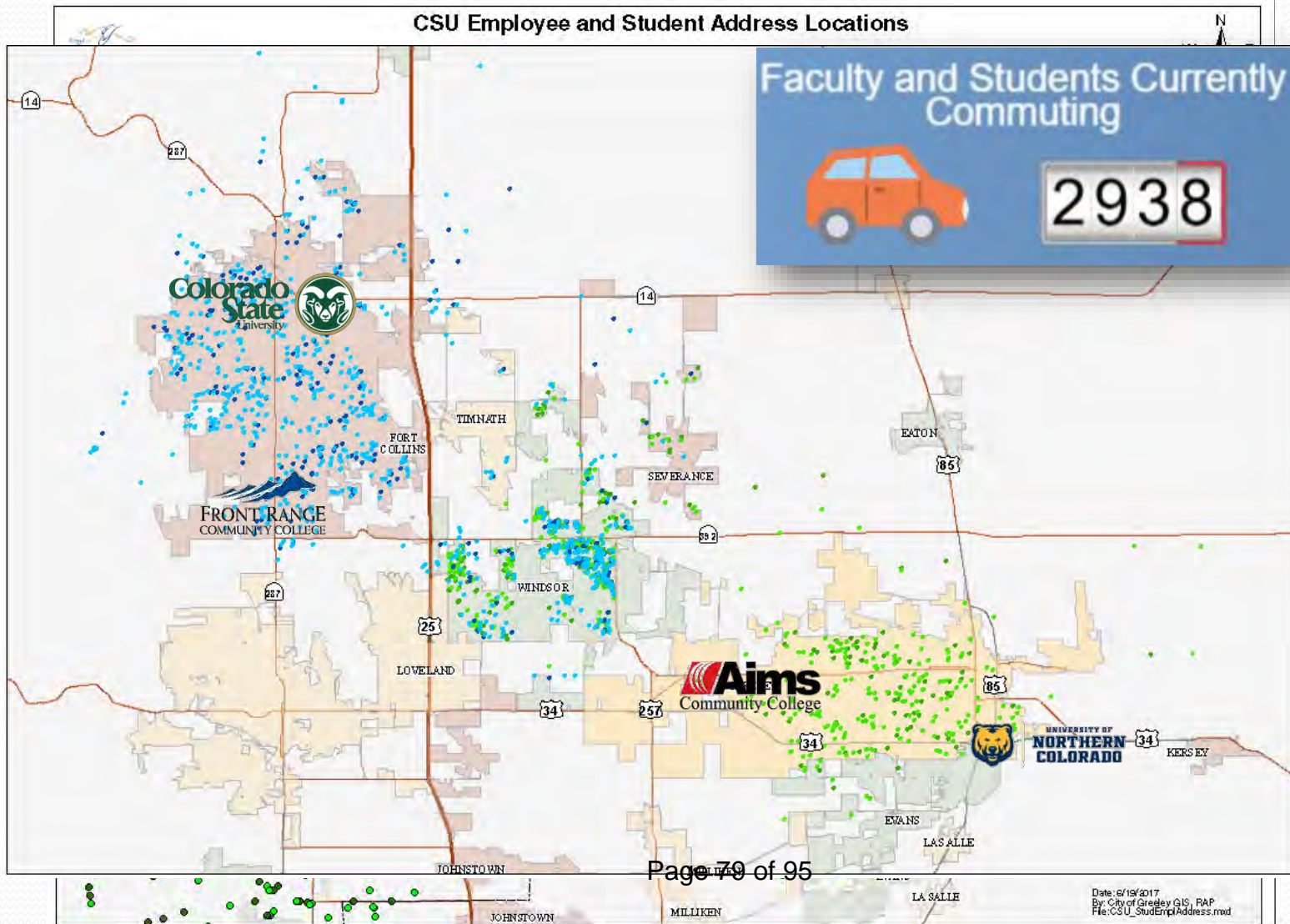
Regional Transit Route Study

- History

- 2009-2011 – 34 Express Route
- 2015 -North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transit Element (RTE)
- 2016 – Greeley Evans Transit’s 5-10 Year Strategic Plan
- 2017 – Imagine Greeley Comprehensive Plan Public Input
- 2017 – GET Staff along with below partners began work on a regional route demand analysis and business plan



Regional Route Demand Analysis



Regional Route Demand Analysis

Projected 2025 Population Increase

North Front Range Metropolitan Planning Organizations Model's Projected Growth



Study Key Takeaways

Survey and travel pattern data demonstrates a need for regional service.

Survey feedback demonstrates a desire for regional service from citizens in all four communities.

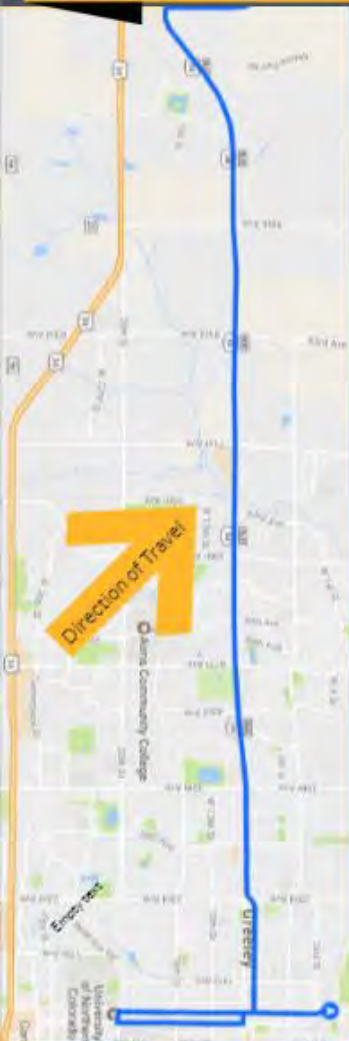
With continued population growth in Northern Colorado, the above mentioned demand and desire will only grow.

A regional route would help reduce the number of cars on the road daily and fill an important transportation gap for citizens in all four communities without reliable transportation.

The development of a Regional Route Business Plan is warranted.

Greeley Routing Alternatives

Routing Alternative #1



Pro's

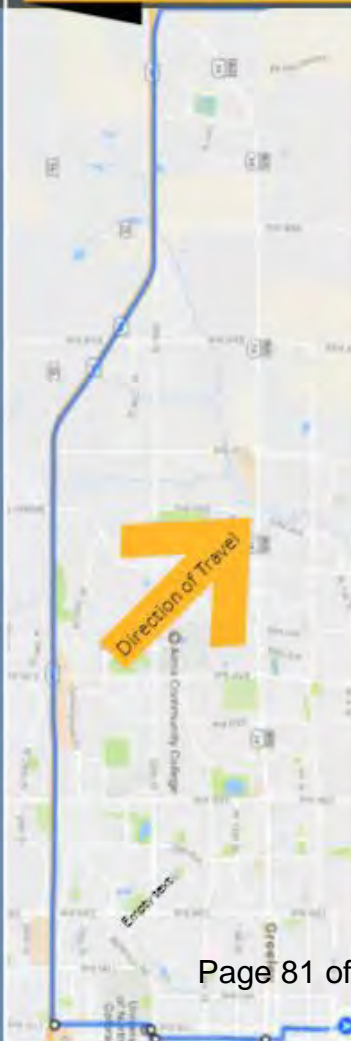
- Facilitates JBS, CDOT and State Farm Employment Centers.
- Route/Stops in direction of travel for majority of potential riders.
- Allows for transfers to Route's 1, 3 and 5.
- Identified in GET's 5-10 Year Plan as Rapid Transit Corridor.

Con's

- A couple minutes longer

Preferred Route

Routing Alternative #2



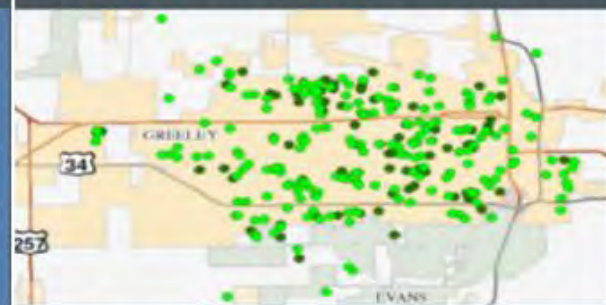
Pro's

- Couple minutes faster.

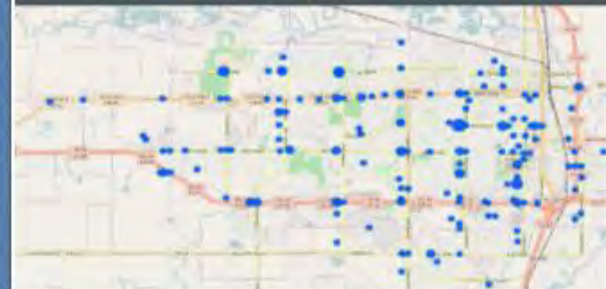
Con's

- Does not facilitate JBS, CDOT or State Farm Employment Centers.
- Route/Stops not in direction of travel. Hence requiring riders to travel backwards to board a bus.
- Only allows for transfers to Route 2 and 5.

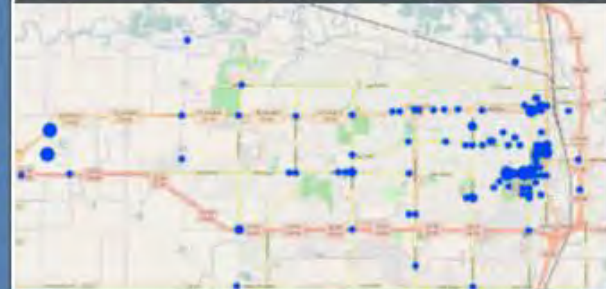
CSU Faculty and Students



Survey Home Data

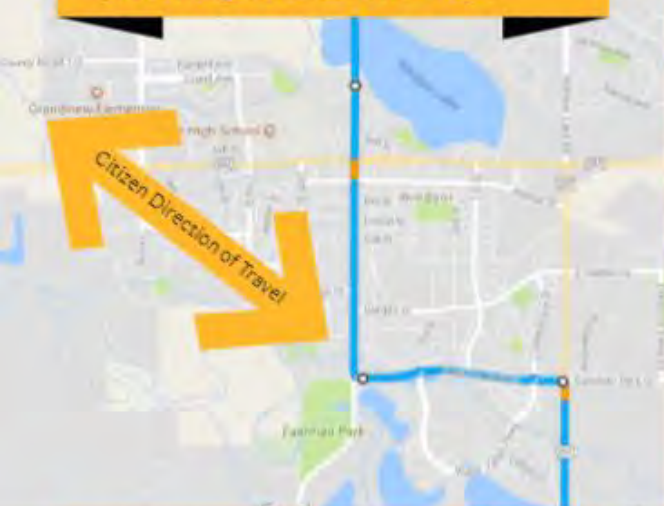


Survey Employment Data



Windsor Routing Alternatives

Routing Alternative # 1



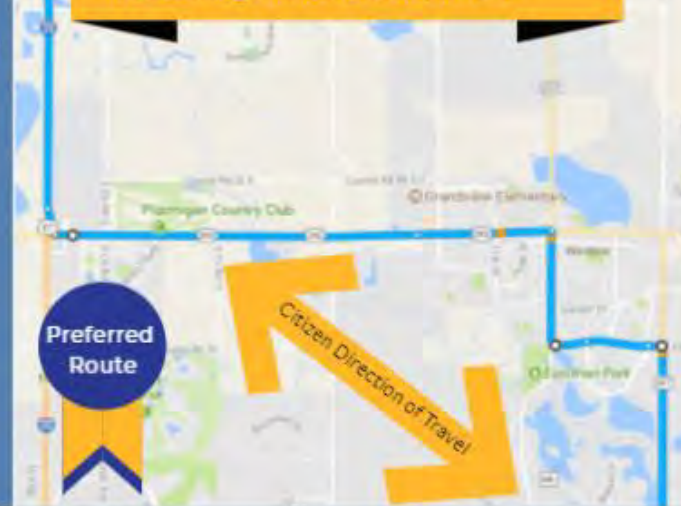
Pro's

- Quickest routing option
- Serves apartments along 7th Street
- Avoids majority of railroad crossings

Con's

- Does not serve those in west Windsor

Routing Alternative # 3



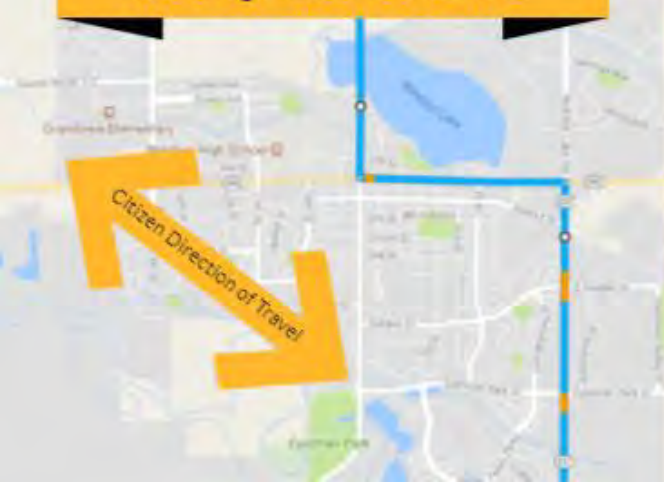
Pro's

- Serves apartments along 7th St, majority of Main Street and residents in west Windsor
- Provides for best parking options

Con's

- A couple minutes longer

Routing Alternative # 2



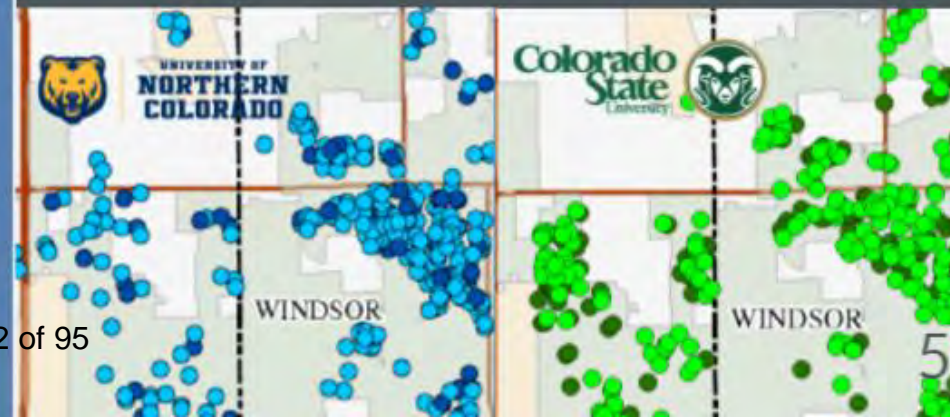
Pro's

- Route travels through downtown Windsor

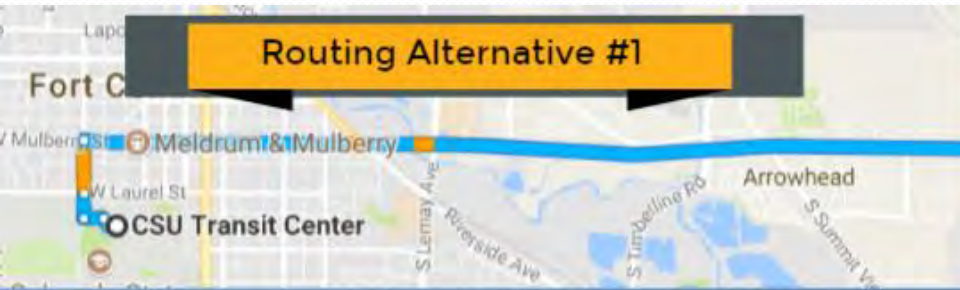
Con's

- Five Railroad Crossings
- Potential delays due to trains
- Increases strain on parking downtown
- Does not serve those in west Windsor.

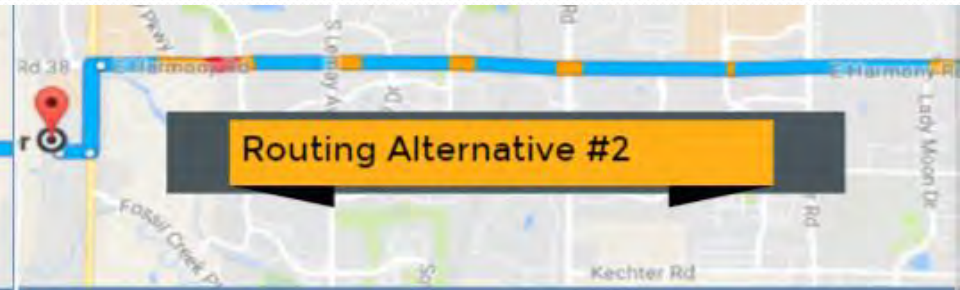
UNC & CSU Faculty and Students



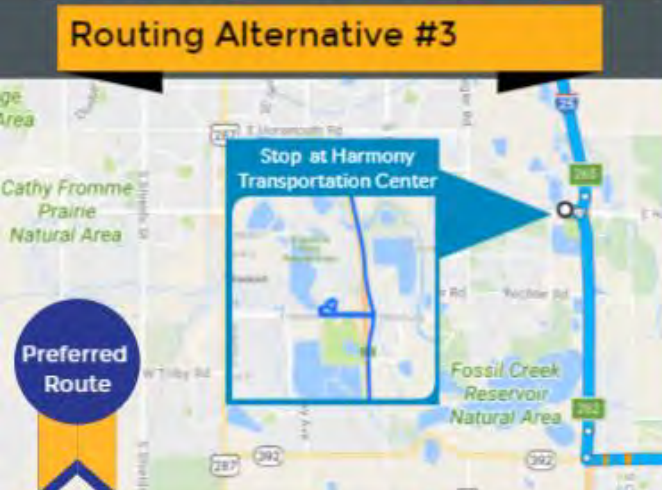
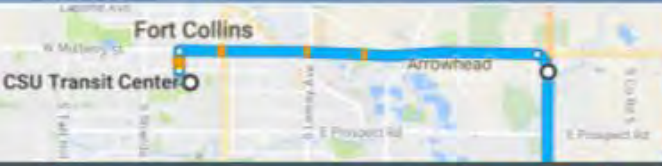
Fort Collins Routing Alternatives



- Pro's**
- Direct travel for CSU Students/Faculty and those who work in downtown area.
- Con's**
- People who live in 80525, 80526, 80528 will not commute north to then travel south.



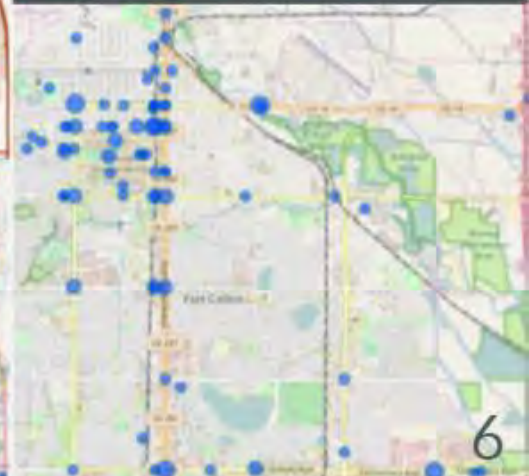
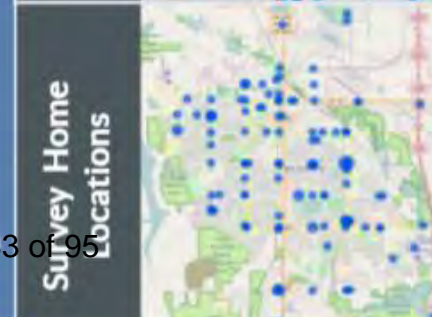
- Pro's**
- Facilitates travel easily to and from all three communities
- Con's**
- Not a one seat ride to CSU/Downtown
 - Adds 10+ minutes to trip and a transfer



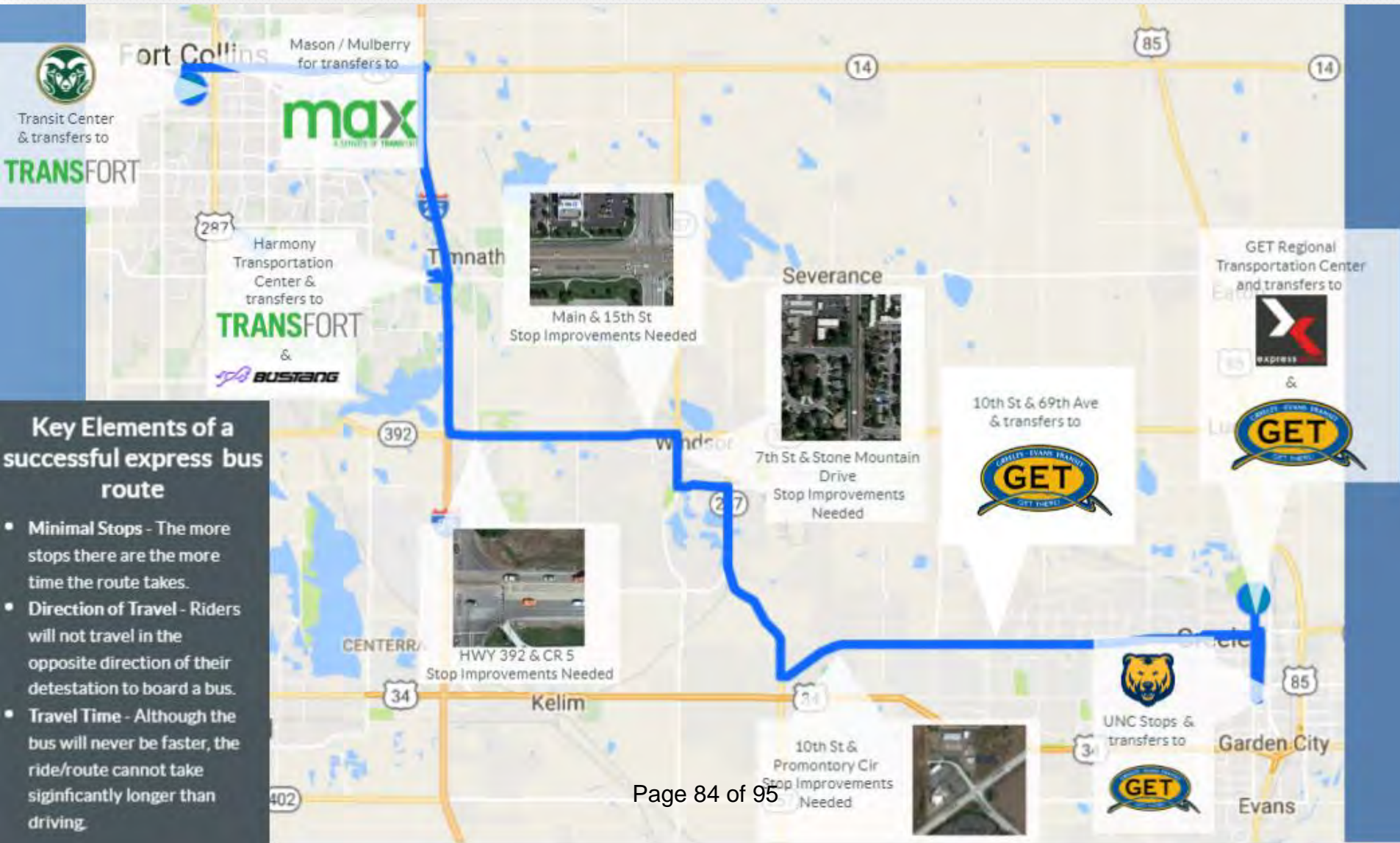
- Pro's**
- One seat ride to CSU/Downtown
 - Facilitates transfers to Transfort's Route 16 for service throughout Fort Collins and CDOT's Bustang for regional trips.
 - I-25's future managed lane
- Con's**
- I-25 has the possibility, both now and during construction, to impact reliability.
 - Harmony Transportation Center Parking availability



Survey Employment Locations



Proposed Regional Route



Key Elements of a successful express bus route

- **Minimal Stops** - The more stops there are the more time the route takes.
- **Direction of Travel** - Riders will not travel in the opposite direction of their destination to board a bus.
- **Travel Time** - Although the bus will never be faster, the ride/route cannot take significantly longer than driving.

Proposed Service Schedule

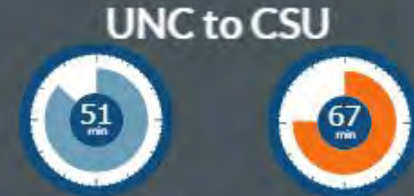


Weekday Service Only

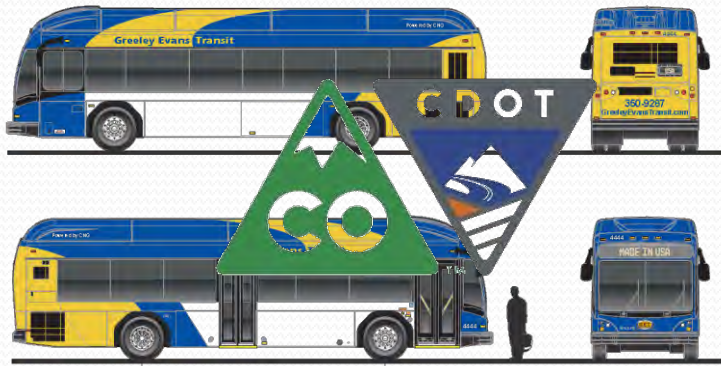


Schedule Best Facilitates Departure & Arrival Times Based off Survey

Greeley/Trans/Garden City - Windsor - CSU Transit Center													
Westbound							Eastbound						
Greeley Regional Transportation Center	University of Northern Colorado 10th Ave & 20th St - Greeley	10th St & 69th Ave - Greeley	7th St & Garden Dr - Windsor	HWY 392 & CR 5	Harmony Transportation Center	Mulberry St & Mason St - Fort Collins	CSU Transit Center	Mulberry St & Mason St - Fort Collins	Harmony Transportation Center	HWY 392 & CR 5	7th St & Garden Dr - Windsor	10th St & 69th Ave - Greeley	University of Northern Colorado 10th Ave & 20th St - Greeley
5:00 AM	5:10 AM	5:25 AM	5:40 AM	5:51 AM	5:56 AM	6:13 AM	6:40 AM	6:43 AM	6:58 AM	7:05 AM	7:16 AM	7:33 AM	7:48 AM
5:25 AM	5:35 AM	5:50 AM	6:05 AM	6:16 AM	6:21 AM	6:38 AM	7:05 AM	7:08 AM	7:23 AM	7:30 AM	7:41 AM	7:58 AM	8:13 AM
6:25 AM	6:35 AM	6:50 AM	7:05 AM	7:16 AM	7:21 AM	7:38 AM	8:05 AM	8:08 AM	8:23 AM	8:30 AM	8:41 AM	8:58 AM	9:13 AM
7:35 AM	7:45 AM	8:00 AM	8:15 AM	8:26 AM	8:31 AM	8:48 AM	9:15 AM	9:18 AM	9:33 AM	9:40 AM	9:51 AM	10:08 AM	10:23 AM
2:45 PM	2:55 PM	3:10 PM	3:25 PM	3:36 PM	3:41 PM	3:58 PM	4:25 PM	4:28 PM	4:43 PM	4:50 PM	5:01 PM	5:18 PM	5:33 PM
3:45 PM	3:55 PM	4:10 PM	4:25 PM	4:36 PM	4:41 PM	4:58 PM	5:25 PM	5:28 PM	5:43 PM	5:50 PM	6:01 PM	6:18 PM	6:33 PM
5:15 PM	5:25 PM	5:40 PM	5:55 PM	6:06 PM	6:11 PM	6:28 PM	6:55 PM	6:58 PM	7:13 PM	7:20 PM	7:31 PM	7:48 PM	8:03 PM



Proposed Resources Needed



BUS CAPITAL

Five Buses - \$2,800,000
(80% CDOT Funding)



ANNUAL OPERATIONS

\$525,000 Annually
(Grant Funding & Partnerships)



STOP IMPROVEMENTS

Stop Improvements - Cost TBD

Regional Route Next Steps





Questions?



STAC Summary – April 27th, 2018

- 1) **Introductions & March Minutes** – *Vince Rogalski (STAC Chair)*
 - a) March 2018 STAC Minutes approved without revisions.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) Transportation Commission
 - i) There was a lot of discussion of Performance Measures, particularly how they are defined and measured. State and Federal definitions are not consistent, which creates confusion.
- 3) **TPR Reports** – STAC Representatives
- 4) **Federal and State Legislative Report** – *Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)*
 - a) State
 - i) A number of bills are moving forward as we approach the end of the legislative session, including changes to SB 1.
 - (1) Currently two amendments have been proposed that would significantly alter the bill.
 - (a) Removes Managed Lanes language, sets formula for quarterly transfers to CDOT, sets an 80%-20% split between highway and transit funding.
 - (b) Debate set for Wednesday, and the bill is likely to continue changing until the end of the session.
 - (2) Executive Director Lewis explained the wide range of potential funding scenarios resulting from the combination of legislation, ballot initiatives, and general fund transfers currently being debated.
 - (1) Total CDOT funding for future fiscal years ranges from less than \$2 billion to more than \$9 billion annually, making it very difficult to plan for the future.
 - (2) All of this continues to shift, but there should be greater clarity by the end of the session.
 - ii) STAC Discussion: STAC members discussed the Tabor Foundation’s legal challenge of SB 267 and its potential to delay the first scheduled transfer from that legislation passed in 2017. They also discussed the importance of communicating the significant real-world consequences of these funding decisions to legislators and the general public.
 - b) Federal
 - i) Last week there were announcements for 4 new rounds of federal grants:
 - (1) BUILD (Better Utilizing Investments to Leverage Development)
 - (a) \$1.5 billion available
 - (b) Applications due July 19th
 - (c) More information at: <https://www.transportation.gov/buildgrants/build-nofo>
 - (2) CRISI (Consolidated Rail Infrastructure and Safety Improvements Program)
 - (a) \$65 million available
 - (b) Applications due June 21st
 - (c) More information at: <https://www.federalregister.gov/documents/2018/02/21/2018-03534/notice-of-funding-opportunity-for-consolidated-rail-infrastructure-and-safety-improvements>
 - (3) ATCMTD (Advanced Transportation and Congestion Management Technologies Deployment)
 - (a) \$60 million available
 - (b) Applications due June 18th
 - (c) More information at: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=303763>
- 5) **Smart Mobility & Technology Infrastructure** – *Amy Ford (CDOT Chief of Advanced Mobility), Wes Maurer (CDOT ITS Branch) and Bob Fifer (CDOT Division of Transportation Systems Management & Operations)*



- a) The goal of smart mobility is to better move people today and tomorrow while savings lives and supporting economic vitality.
 - i) It is important to take advantage of this transformative moment to institutionalize the smart mobility approach and establish a new transportation paradigm.
- b) Transportation systems are becoming information systems and fiber is the backbone.
- c) TSMO is planning for the next 10 years of fiber investment and working with DOLA, OIT, OEDIT, MPOs, and others through the Statewide Infrastructure Committee to develop a methodology for prioritizing projects across the state.
- d) CDOT is seeking public and private partnerships to expand the fiber network, accepting unsolicited proposals for review and potential collaboration (much of it zero-dollar).
- e) CDOT is also developing a Smart Mobility Plan that will establish the vision for a statewide system to support connected and autonomous vehicles (CAVs) among other emerging technologies.
 - i) The Smart Mobility Plan will include the development of regional ITS architectures and feed into the broader 2045 Statewide Transportation Plan.
- f) STAC Discussion: STAC members encouraged CDOT to continue collaborating with local governments to make fiber resources available statewide and also to coordinate with the recipients of STIC grants.
- 6) **Mobility Choice Blueprint** – *Debra Perkins-Smith (CDOT Division of Transportation Development)*
 - a) The Mobility Choice Blueprint is a joint study sponsored by CDOT, DRCOG, RTD, and the Denver Metro Chamber of Commerce to examine the implications of changing transportation technology on the mobility, livability, and economic vitality of the Denver Metro region by 2030.
 - b) The results of the study will inform our other planning efforts, including the Statewide Transportation Plan, Smart Mobility Plan, and more. Despite the limited geographic scope, some elements will be more broadly applicable statewide.
 - c) Information on the Mobility Choice Blueprint, the online survey, and information on upcoming events can be found at: <https://www.mobilitychoiceblueprint.com/>
- 7) **Virgin Hyperloop One Outreach** – *Peter Kozinski (CDOT RoadX Program)*
 - a) CDOT is participating an a Rapid Speed Study to determine the feasibility of new technologies like Hyperloop and Arrivo systems in Colorado, focusing on regulation, land use implications, and transportation system impacts. CDOT is not funding the construction of any systems in the state.
 - b) Virgin Hyperloop One is one of the companies participating in the study and will be hosting its own outreach event on May 22nd to discuss their proposed route along I-25 and I-70.
 - c) Interested parties should RSVP to hyperloop@aecom.com to participate remotely or in-person.
- 8) **Draft FY 2019-2022 STIP Release** – *Jamie Collins (CDOT Division of Accounting & Finance)*
 - a) The draft FY 2019 – 2022 STIP is open for public comment from April 19th – May 31st and is available online at: <https://www.codot.gov/business/budget/statewide-transportation-improvement-program-stip-reports-information/draft-fy2019-fy2022-stip-04122018.pdf/view>
- 9) **STAC Subcommittees** – *Tim Kirby (CDOT Multimodal Planning Branch)*
 - a) The STAC participates in a number of subcommittees, including:
 - i) Transit & Rail Advisory Committee (TRAC) Subcommittee
 - (1) Developing Tier 1 planning total and regional distribution formula for the Transit Development Program.
 - (2) STAC Participants: Vince Rogalski, Thad Noll, Walt Boulden, & Gary Beedy.
 - ii) Freight Advisory Council (FAC)
 - (1) Working with the freight industry on planning and investment priorities.
 - (2) STAC Participants: Norm Steen, Barbara Kirkmeyer, & Gary Beedy.
 - iii) 2045 Statewide Transportation Plan (SWP) Formula Programs



- (1) Develop program distribution for use in the 2045 SWP.
 - (2) Membership TBD by participants following the STAC meeting.
 - b) The STAC will hold elections at the May meeting.
 - i) Vince Rogalski volunteered to continue as Chair.
 - ii) Thad Noll will be retiring and will not continue as Vice Chair.
 - c) STAC Discussion: The STAC thanked Thad Noll for his years of service to Colorado.
- 10) **Transit Development Program** – *Michael Snow (CDOT Division of Transit & Rail)*
- a) CDOT staff are working to visit each TPR and MPO to discuss and develop the Transit Development Program. Some TPRs are opting to schedule a second meeting to finalize their Tier 1 prioritization.
 - b) The TRAC Subcommittee has been meeting nearly weekly to develop Tier 1 planning target and regional funding allocation formula to be reviewed by the TRAC and STAC in May.
 - c) The goal is to finalize the Transit Development Program Tier 1 list by July.
 - d) STAC Discussion: STAC members discussed the critical role of operating funds for transit agencies as well as the limited applicability of bonding to transit asset projects. CDOT staff mentioned that the current ballot proposal would include funding to local governments that could be applied to transit operations as well as infrastructure.
- 11) **Congestion Mitigation & Air Quality (CMAQ) Buy America Waivers** – *Debra Perkins-Smith and Michael King (CDOT Division of Transportation Development)*
- a) The Buy America Act requires that federal tax dollars used to purchase steel, iron, and manufactured products permanently incorporated into a federal aid highway project be produced domestically in the United States. Waivers are available for projects that cannot abide by Buy America regulations due to a lack of domestically produced products, as is frequently the case for vehicle purchases.
 - b) Historically the FHWA would solicit and approve waivers on a quarterly basis, but starting in late 2016 this ceased for more than 15 months, stalling many projects nationwide.
 - c) On April 17th, FHWA published a notification in the [Federal Register](#) of their intent to issue waivers for 151 state projects representing 955 vehicle purchases nationwide. These waiver requests were all submitted between April and December of CY 2016 and include 23 vehicle purchases in Colorado. FHWA also indicated that they plan to review the Buy America waiver system to determine its viability moving forward.
 - d) Despite this recent progress, there are still a number of awarded CMAQ projects in Colorado totaling more than \$7 million that remain on hold due to a lack of Buy America waivers. CDOT is continuing to explore options for resolving this issue both at the federal level and for individual projects.
 - e) STAC Discussion: STAC members expressed their frustration with the long delay in approval of Buy America waivers and the significant impact on important air quality programs throughout the state. Some suggested potential project-level solutions such as swapping CMAQ dollars for state funds and/or leasing vehicles to avoid the waiver requirement. CDOT staff and STAC members agreed to continue coordinating to push for a solution at the federal level.
- 12) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) The next STAC Meeting will be held on May 18th at the current CDOT Headquarters on Arkansas Ave. in Denver.
- 13) **STAC Adjourns**

Materials for this month's STAC Meeting can be found at the link below:

<https://www.codot.gov/programs/planning/documents/stac-archives/2018-stac>



STAC Summary – May 18th, 2018

- 1) **Introductions & March Minutes** – *Vince Rogalski (STAC Chair)*
 - a) April 2018 STAC Minutes approved without revisions.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) Transportation Commission
 - i) The TC went on a road trip to Western Colorado, visiting the Eisenhower-Johnson Memorial Tunnel, Glenwood Springs, Grand Junction, Ridgway, Red Mountain Pass, and Durango.
 - ii) Local stakeholders discussed their transportation needs and voiced support for CDOT's work in the area. They also expressed some confusion regarding the transportation funding picture including SB 1, SB 267, and the upcoming ballot measures.
- 3) **TPR Reports** – STAC Representatives
- 4) **Federal and State Legislative Report** – *Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)*
 - a) State
 - i) Senate Bill 18-001 was passed on the last day of the legislative session and has two major elements:
 - (1) Direct transfers from the General Fund
 - (a) \$495 million on July 1st, 2018
 - (b) \$150 million on July 1st, 2019
 - (c) Breakdown:
 - (i) 70% to CDOT
 - (ii) 15% to local governments
 - (iii) 15% to multimodal projects
 - (2) Ballot Measures
 - (a) If either of the 2018 transportation ballot measures passes, then there is no separate SB 1 ballot measure in 2019.
 - (b) If both of the 2018 transportation ballot measures fail, then a separate ballot measure for bonding SB 1 funds will appear in 2019.
 - (3) Proposed elements of SB 1 that *were not* included in the final version include:
 - (a) Increase electric vehicle (EV) annual fees from \$50 to \$100.
 - (b) Requirement for CDOT to develop RUC system for autonomous vehicles (AVs).
 - (c) Restriction on CDOT use of managed lanes on projects funded via SB 1.
 - (i) There will be a Managed Lanes benefit study due in September.
 - ii) STAC Discussion: Members discussed concerns about having multiple transportation measures on the ballot in November, given the potential for confusion by the public. CDOT staff clarified that the Denver Metro Chamber of Commerce's \$0.62 sales tax proposal may or may not be accompanied by the Fix Our Damn Roads bonding measure – neither is confirmed at this point. Other STAC members discussed the formula for dividing SB 1 funds, specifically the multimodal project portion, and some expressed concern about multimodal projects taking lane miles away from motor vehicles.
- 5) **STAC Elections** – *Tim Kirby (CDOT Division of Transportation Development)*
 - a) There is one vote per TPR/MPO, rather than per person (representatives & alternates).
 - b) Vince Rogalski was nominated for the STAC Chair by Sean Conway.
 - i) Bentley Henderson seconded the nomination.
 - ii) There were no other nominations.
 - iii) Barbara Kirkmeyer moved to close nominations and approve by acclamation.
 - iv) Vince Rogalski elected STAC Chair by acclamation.



- c) Sean Conway was nominated for the STAC Vice Chair by Norm Steen.
 - i) Roger Partridge seconded the nomination.
 - ii) There were no other nominations.
 - iii) Barbara Kirkmeyer moved to close nominations and approve by acclamation.
 - iv) Sean Conway elected STAC Vice Chair by acclamation.
 - d) STAC Discussion: STAC members recognized Thad Noll for his years of service to the State of Colorado and congratulated him on his upcoming retirement.
- 6) **Discretionary Grants** – *Tim Kirby (CDOT Division of Transportation Development)*
- a) CRISI: Consolidated Rail Infrastructure & Safety Improvement Program
 - i) Available to states, local governments, and short-line railroads.
 - ii) Focused on rail projects such as signals, crossings, rail relocation, but not commuter rail.
 - iii) Given the short timeframe, CDOT staff are recommending the submission of the US 85 – Union Pacific safety improvement project because it is well-scoped and has identified partnerships.
 - (1) Other considered projects include the La Junta-Pueblo Southwest Chief extension, Santa Fe / Kalamath grade crossing in Denver, and the Hudson rail/truck/pipeline connection. None of these was sufficiently developed given the application deadline.
 - b) ATCMTD: Advanced Transportation and Congestion Management Technologies Deployment
 - i) Available to states, local governments, MPOs, and academic institutions.
 - ii) Focused on deployment of advanced transportation technologies that improve safety and mobility, including deployments of connected and autonomous vehicles (CAVs).
 - iii) CDOT staff are planning to apply for the US 160 Wolf Creek Pass project for \$8.7 million in ITS and safety improvements given that it is already entering design in the near future and has a clear technology connection.
 - c) BUILD: Better Utilizing Investments to Leverage Development
 - i) Previously the TIGER grant, now with additional funds (\$1.5 billion nationwide) and slightly different project selection criteria (including a greater emphasis on rural projects).
 - ii) Available to state, local, and tribal governments. Multiple applications are allowed per state, but no more than \$150 million can be awarded to any one state.
 - iii) Some potential CDOT-submitted projects include: I-25 South Gap, I-25 North, I-70 Westbound Peak Period Shoulder Lanes, Powers Boulevard Extension (potential City of Colorado Springs application), SH 13 (potential Garfield County application), US 160 / SH 151 (potential Southern Ute Indian Tribe application), and the TSMO “Internet of Roads” connected vehicle ecosystem.
 - d) STAC Discussion: STAC members inquired whether county governments are eligible to apply for these discretionary grants and whether doing so would potentially compete with state applications. CDOT staff responded that locals are eligible and encouraged to apply for grants alongside CDOT, especially since they generally compete better than state-level applications. They asked that local applicants coordinate with CDOT regions and HQ in order to avoid confusion.
- 7) **Transit Development Program** – *Michael Snow (CDOT Division of Transit & Rail)*
- a) The TRAC Subcommittee met 5 times in April and May to develop and recommend a Tier 1 Planning Target and Regional Planning Allocation Formula for the Transit Development Program.
 - i) Recommendations were finalized on May 7th and TRAC concurrence occurred on May 11th.
 - ii) Many thanks to the subcommittee participants for their hard work and valuable time.
 - iii) Now coming to the STAC to request their concurrence.
 - b) Tier 1 target = \$1.5 billion
 - c) Regional Planning Allocation Formula included the following data points:
 - i) Total Population (30%)



- ii) Total Jobs (10%)
 - iii) Disadvantaged Population (20%)
 - iv) Zero-Vehicle Households (10%)
 - v) Revenue Miles (15%)
 - vi) Unlinked Trips (15%)
 - d) The resulting planning allocation for the 15 TPRs are as follows:
 - i) DRCOG: 63%
 - ii) GVMPO: 2.3%
 - iii) NFRMPO: 7.3%
 - iv) PACOG: 2.8%
 - v) PPACG: 9%
 - vi) Central Front Range: 1.8%
 - vii) Eastern: 1.1%
 - viii) Gunnison Valley: 2.6%
 - ix) Intermountain: 4.1%
 - x) Northwest: 1.1%
 - xi) San Luis Valley: 1%
 - xii) South Central: .7%
 - xiii) Southeast: .7%
 - xiv) Southwest: 1.4%
 - xv) Upper Front Range: 1.5%
 - e) STAC Discussion: STAC members discussed the recommended planning allocation, with some members criticizing the use of Unlinked Trips and Revenue Miles in the formula as it may result in regions with lesser transit infrastructure being penalized by receiving fewer funds to build out in the future. Other STAC members disputed this assessment, pointing out that these measures only account for 30% of the total formula and stating that those areas which invested in their transit systems in the past should rightfully receive funds to maintain and expand them in the future. CDOT staff pointed out that these are planning totals rather than actual funding allocations, so the specific percentages or dollar figures are not as important as the exercise in prioritizing projects by establishing a fiscal constraint. There was also discussion of the timeline for projects included in the Transit Development Program and whether it should be 10 years or beyond.
 - f) STAC Action: The STAC voted to recommend approval of the Tier 1 Planning Target and Regional Planning Allocation Formula to the TC, with 2 members dissenting.
- 8) **Connected Vehicle (CV) Build-Out Plan** – Amy Ford (*CDOT Chief of Advanced Mobility, Wes Maurer & Tyler Svitak (CDOT Division of Transportation Systems Management & Operations)*)
- a) In the previous month, TSMO staff briefed the STAC on their fiber master planning efforts. This month they discussed the “Internet of Roadways” concept for connected vehicles, and in future months they will return to collaborate on the Smart Mobility Plan.
 - b) Federal research indicates that there are significant potential benefits of connected vehicles, such as an 80% reduction in non-impaired crashes, 40%-400% capacity improvement, and emission reductions, among others.
 - c) CDOT is working with Panasonic to develop a statewide CV ecosystem – a foundational system for future technologies, applications, and products to plug into and build upon (like iOS or Android).
 - i) Stage 0 – planned infrastructure based on existing construction opportunities (I-70, I-25, C-470)
 - ii) Stage 1 – connecting initial segments and linking to Wyoming, a USDOT pilot state for CVs
 - iii) Stage 2 – complete I-70 from Utah to Kansas and connect along US 160 to Wolf Creek Pass



- iv) Stage 3 – expand to other key areas of high freight, safety, and mobility need statewide
- d) Auto manufacturers plan a large-scale roll-out of CAVs on the market by 2021, so CDOT’s goal is to set the stage for this shift by establishing a CAV support system on non-signalized roadways in the Denver Metro ahead of that date.
- e) STAC Discussion: STAC members inquired about fiber development partnerships and encouraged staff to minimize redundant construction wherever possible. Others inquired about the potential liability issues related to CDOT data interactions with private vehicles.
- 9) **Other Business** – *Vince Rogalski (STAC Chair)*
 - a) The next STAC Meeting will be held on June 22nd at the new CDOT Headquarters at 2829 W. Howard Place in Denver.
- 10) **STAC Adjourns**

Materials for this month’s STAC Meeting can be found at the link below:

<https://www.codot.gov/programs/planning/documents/stac-archives/2018-stac>