

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
February 20, 2019
1:00 – 3:30 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of January 16, 2019 Meeting Minutes (Page 2)**

CONSENT AGENDA

- | | |
|---|--------|
| 1) 2019 Public Involvement Plan (PIP) (Page 7) | Gordon |
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ACTION ITEMS

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| 2) FY2019 Program of Projects (POP) (Page 8) | Kaley Zeisel, Transfort |
| 3) FY2022-2023 Call for Projects Recommendations (Page 20) | Karasko |

PRESENTATIONS

- | | |
|--|---------------------------|
| 4) Owl Canyon Road Feasibility Study (Page 26) | Keith Wakefield, CDOT |
| 5) Region 4 Intersection Prioritization Study | Katrina Klobberdanz, CDOT |
| 6) Larimer County Senior Transportation Project (Page 29) | Gordon/Mallette |

DISCUSSION ITEMS

- | | |
|--|---------|
| 7) 2045 Regional Transportation Plan (RTP) Draft Environmental Profile and NFRMPO System Sections (Page 35) | Karasko |
| 8) FY2018 TIP Project Delay Review (Page 39) | Kealy |

OUTSIDE PARTNER REPORTS

- | | |
|---|-----------------------|
| 9) NoCo Bike & Ped Collaborative (Page 43) | Written Report |
| 10) Regional Transit Agencies | |
| 11) Senior Transportation | |
| 12) Regional Air Quality Council | |

REPORTS

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| 13) Roundtable | All |
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: March 20, 2019**

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

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

**January 17, 2018
1:03 – 2:54 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Will Jones– Greeley
Tim Kemp – Fort Collins
Rusty McDaniel – Larimer County
Randy Ready - Evans
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
Ranae Tunison – FTA
Johnstown
LaSalle
Milliken

IN ATTENDANCE:

Emily Alvarez – Michael Baker
Allison Baxter – Greeley
Drew Brooks - Transfort
Jennifer Carpenter – Michael Baker
Brett Higgins – Michael Baker
Tamara Keefe – FHU
Michael King – CDOT
Alana Koenig – CDOT
Jeff Kullman – Michael Baker
Long Nguyen – CDOT
Jake Schuch – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment

APPROVAL OF THE DECEMBER 19, 2018 TAC MINUTES

Jones moved to approve the December 19, 2018 TAC minutes. The motion was seconded by Anderson and approved unanimously.

CONSENT AGENDA

2015-2019 NFRMPO Targets for Safety Performance – Schneiders asked if there were any comments or questions received following the December TAC meeting regarding targets for safety performance. Kealy reported there were none. Schneiders moved to approve the Consent Agenda. The motion was seconded by Wagner and approved unanimously.

ACTION ITEMS

2045 Regional Transportation Plan (RTP) Strategies – Martin noted all comments received during the December 19, 2018 TAC meeting were incorporated into the Strategies, which were presented at the January 3, 2019 Planning Council meeting for Discussion. Martin added no comments or questions were received from the Planning Council. Jones moved to recommend Planning Council approve the incorporation of the Strategies framework into the *2045 RTP*. The motion was seconded by McDaniel and approved unanimously.

PRESENTATION

Windsor Area Network Study Presentation – Consulting team Michael Baker International, in partnership with Stolfus and Associates, provided a project overview for the *Windsor Area Network Study*, including the project scope, process, and schedule. The feasibility study will evaluate corridor alternatives to improve traffic flow, connectivity, and safety within the Windsor area. The study area, bounded by I-25, US34, SH14, and WCR 31 will focus on changes to and impacts on US257, SH392, Crossroads Boulevard, and O Street/WCR64.

Jones noted O Street will be a major connection into the Study Area and asked why west Greeley was not included in the Study Area. Long Nguyen with CDOT Region 4 noted many corridors and communities outside the Study Area may be impacted, but the scope needed to be limited to make the *Study* meaningful and feasible given the time constraints of the project. Jeff Kullman, Michael Baker International, added the Study will use the NFRMPO 2012 Regional Travel Model, which includes O Street in the model network.

Klockeman noted Loveland has an Access Control Plan (ACP) completed from Centerra Parkway to LCR3 showing ultimate intersection configuration and offered to share the ACP. Fuhrman recommended meeting with Timnath early in the process, given existing Timnath plans for several corridors included in the Study Area.

Brett Higgins, Michael Baker International, provided an overview of task schedule, and noted first runs would be produced by the end of January with total Study completion anticipated in July. Jennifer Carpenter, Michael Baker, provided an overview of anticipated stakeholder coordination, which will include: *Feasibility Study* TAC meetings held prior to regularly scheduled TAC meetings, one-on-one meetings with affected NFRMPO TAC members and city and county elected officials, and public meetings.

McDaniel asked what the next step would be if a network configuration was identified as feasible. Carpenter responded a Memorandum of Understanding (MOU) would be included with the final report, identifying the preferred configuration; though not a legal document, the MOU would allow consultants to work with officials and land owners to begin preserving the Right-of-Way. Next steps may also include initiating an Environmental Assessment (EA) or Planning and Environmental Linkages Study (PEL) and identifying potential funding sources.

Kullman asked whether Council members would be available to initiate conversations in the following months and requested pre-meetings with TAC members to identify major community concerns prior to discussions with Council members. Karasko recommended Kullman reach out to Renae Steffen regarding Planning Council meetings.

DISCUSSION

Greeley STBG Project Adjustment Request – Allison Baxter with the Greeley Transportation Department presented a proposal to move funding awarded during the 2016 Call for Projects for an expansion project from 11th Avenue to WCR 37 along O Street to a roundabout at 59th and O Street. The originally-funded project is no longer expected to improve regional connectivity due to proposed closures along US85 recommended in the US84 PEL. More recently-completed conceptual designs demonstrate an alternative alignment of the O Street corridor to accommodate the proposed US85 closure; the new alignment would preclude the need for roadway improvements at the originally-proposed location.

Baxter proposed moving the original funding amount, \$1.4M of federal award, \$1.2M of local match and \$4.5M of local overmatch, to a different project and project location along the O Street corridor. The new project would convert an existing four-way stop sign controlled intersection to a two-lane roundabout with pedestrian refuges at 59th and O Street. Total project costs are anticipated to be less than the original project, while impacting a larger volume of traffic.

Jake Schuch, Local Agency Coordinator for Region 4, reported the CDOT Environmental Team identified potential historic resources on three of four corners and a dump site on the northwest side, which would need to be mitigated. Anderson asked if Greeley was prepared to pay additional costs associated with mitigating these impacts; Jones responded given the reduced project cost compared to the original proposal, these extra costs could be covered by the local overmatch.

Bustow asked whether the project proposed today was scored or prioritized through another NFRMPO process, if not, approving the proposal with no further information may run afoul of the FHWA sub-allocation prohibition. Klockeman recommended coordinating with CDOT, prior to returning to TAC, to ensure all concerns were addressed. Klockeman asked how this project was selected from all other improvements needed along this corridor and recommended creating a clear justification for why this project was chosen. Jones noted the project could be evaluated to determine how it would score compared to unfunded projects submitted during the 2016 Call. Anderson noted Weld County supported this project change and would be prepared to submit a letter of support. Kemp requested a side-by-side comparison of schedules.

Bustow noted a good next step would be to fill in the information gaps identified during this Discussion and bring it back for continued Discussion in February.

FY2022-23 Call For Projects Recommendations – Kealy reviewed the projects recommended for funding in the FY2022-23 Call. A total of 18 project applications were submitted: 11 CMAQ, six STBG, and one TA. The Scoring Committee recommended partially funding one CMAQ project, wait-listing two STBG projects, and fully funding four CMAQ projects and four STBG projects. The NoCo Bike & Ped Collaborative recommended fully funding one TA project.

Klockeman asked why Greeley received \$10,000 fewer in funding than requested. Kealy responded several intersections included in the original proposal were not federal aid eligible and Greeley agreed to cover the cost of those intersections. Klockeman noted a significant portion of the CMAQ pool was allocated to Fort Collins to fund five electric buses and asked whether there were other funding pools available for this type of project. Brooks noted the only other Federal program was the Low-No program, which only offered \$55M for the entire country to fund low- and no-emission vehicle projects. Fort Collins applied to this funding pool last year, but was not awarded funding. Jones noted there were other pools available for transit more generally, including FTA Section 5339 funding. King added there was also limited funding available through the Volkswagen settlement; Brooks noted Fort Collins has applied for that funding as well.

Kealy described each CMAQ application briefly and noted whether they were recommended for funding. Klockeman clarified projects were scored using the criteria from the Call for Projects Guidebook. Schneiders noted several non-voting attendees were present to provide input and information, including representatives from CDOT, FHWA, and RAQC. Klockeman noted similar projects received different scores, which may indicate a need to provide a more objective scoring process in the future. Klockeman added future Calls could allow the scoring team to pre-score applications and send out scores for review. Anderson added there may be concerns regarding the consistency of input assumptions used to evaluate emissions benefit. Kealy clarified there was an opportunity for applicants and NFRMPO staff to review and ask questions about data inputs and outputs for similar project types. Kealy noted CDOT would like feedback regarding what worked well and what may need improvement regarding the CMAQ tools.

Kealy described each STBG application briefly and noted whether they were recommended for funding. Kealy noted the NoCo Bicycle and Pedestrian Collaborative received and reviewed one project, which was recommended for the full funding amount. Anderson asked whether there were any questions or feedback; Kealy responded no suggested changes or recommendations were submitted by NoCo.

Kealy reported applicants with projects recommended for funding or wait-listed will present their projects to Planning Council at their February 7, 2019 meeting in Eaton. Recommended projects will return to TAC in February for Action and to Council in March for approval.

2019 Public Involvement Plan (PIP) – Gordon provided an overview of the *2019 Public Involvement Plan (2019 PIP)*. The *2019 PIP* is required to be updated every four years and is being updated prior to the *2045 RTP*. The *2019 PIP*, which covers all NFRMPO programs and activities, including VanGo™, sets the goals and desired outcomes of the NFRMPO's public process for both NFRMPO staff and members of the public. Strategies to achieve desired outcomes include attending community events, developing and maintaining partnerships, distributing print media, and a movement toward interactive tools, such as social media, Community Remarks, and online surveys. NFRMPO staff will continue to assess outreach efforts, monitor public feedback, review the effectiveness of strategies, and evaluate trust and respect between the NFRMPO and the public.

Gordon noted the *2019 PIP* includes a more robust methodology for evaluating the success of NFRMPO outreach, as requested by FHWA during the 2018 Federal Certification Review. The *2019 PIP* also includes an updated Environmental Justice (EJ) analysis, conducted at the block group level, per FHWA recommendation. The *2019 PIP* is open for public comment through February 2, 2019. The *2019 PIP* will go to Planning Council for Discussion at their February 7, 2019 meeting.

OUTSIDE PARTNERS REPORTS (verbal)

Regional Transit Agencies – Jones reported Darren Davis, Greeley's new Transit Manager, started on Thursday. Ridership has increased 10 percent over the last year. Schneiders reported Bustang posted an error in their schedule, there will not be a Rams Route from CSU to Denver on Friday, but it will be running on Sunday.

Senior Transportation – Gordon reported a draft version of the Bustang travel training video is now available and will be shown to the Larimer County Mobility Committee (LCMC) and the Senior Transportation Coalition (STC). Gordon added the Larimer County Senior Transportation Work Group will be applying for the next round of National Aging and Disability Transportation Centers and Innovations in Accessible Mobility funding.

RAQC – Karasko noted there will be three upcoming Strategy Committee Meetings: Transportation, Land Use and Outreach will be January 17th at 8:30 a.m. at the RAQC offices; Mobile Sources and Fuels will be January 23rd at 1:00 p.m. at DRCOG; and Stationary and Area Sources will be January 25th at 3:00 p.m. at the RAQC offices. Suzette will be attending Mobile Sources and Fuels on behalf of the NFRMPO.

REPORTS

Federal Inactives report – Schneiders reported the information in the agenda packet was incorrect and corrected information was provided as a handout. The handout showed current projects by phase, organized by amount of project cost remaining for that phase. Projects highlighted in red have not submitted a billing for that phase and must do so to be removed from the red.

ROUNDTABLE

Karasko noted the next Model Steering Team meeting would be held tomorrow from 2:00-3:30 p.m. at the NFRMPO office. Anyone is welcome to attend; call-in and screen-sharing information can be provided.

Schneiders noted striping on I-25 North- and Southbound between Crossroads and Harmony is currently underway and may cause delays and heavy traffic. The striping is expected to be a short-duration project.

Kealy reported an email was sent out to communities potentially impacted by the change in criteria determining RSC eligibility. The deadline to submit requests for a functional classification change is this Friday. Kealy added staff will send out a notification that project sponsors can submit projects for inclusion in the FY2020-23 TIP. Any

projects on an RSC with funding should be submitted to the TIP. Projects can be submitted from January 22 through February 12. Finally, projects for the 2045 RTP are being incorporated into the model and staff will continue working with communities to ensure projects are reflected appropriately.

Kemp noted the partnership project with CDOT and Larimer County, the *North College Sidewalks and Pedestrian Bridges*, went out to bid. The bidding process will close on February 1, 2019.

Gordon reminded the group the 2019 PIP will remain open for public comment through February 2, 2019.

Fuhrman reported the last section of Harmony Road in Timnath to be widened started construction last week; main roadwork will begin in March and the project is expected to be completed in August.

Bustow noted the December TAC meeting minutes reflected FHWA was about to sign a continued resolution, however the government shutdown has precluded this signing. FHWA is operating as normal, but FTA is not. Kemp asked if FRA was included in the shutdown, Bustow responded it was.

Schneiders added INFRA, the Federal discretionary program targeting freight projects, released a Call for Applications two weeks ago; applications are due March 4th. Schneiders added communities considering applying should coordinate with CDOT; each agency is only eligible to submit three applications. Region 4 will most likely submit a project on the international designated freight route along SH71. Kemp noted Fort Collins was considering submitting a project.

MEETING WRAP-UP

Final Public Comment – There was no comment.

Next Month's Agenda Topic Suggestions – There were no topic suggestions proposed.

Meeting adjourned at 2:54 p.m.

Meeting minutes submitted by:

Sarah Martin, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, February 20, 2019 at the Windsor Recreation Center, Pine Room.

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Alex Gordon
Date: February 20, 2019
Re: 2019 Public Involvement Plan ****CONSENT****

Background

The NFRMPO updates the *Public Involvement Plan (PIP)* prior to the adoption of the long-range *Regional Transportation Plan* every four years. The *2019 PIP* updates the goals, objectives, desired outcomes, and strategies the NFRMPO will undertake over the next four years to ensure an efficient, well-received, public-facing transportation planning process. Additionally, updates were made based on feedback from the Federal Highway Administration (FHWA) during the NFRMPO's 2018 Certification Review.

The NFRMPO released the *2019 PIP* for a 45-day public comment period from December 19, 2018 and through February 2, 2019. Five comments were received: two from CSU, one from the City of Fort Collins, one from FHWA, and one from the Larimer County Department of Health and Environment. These comments were incorporated into the Plan and are included as **Appendix E**.

After discussing the item at the January 16, 2019 TAC meeting, the *2019 PIP* was taken to Planning Council for discussion on February 7, 2019. No questions or comments were received.

The 2019 PIP is available for download at: <https://nfrmpo.org/wp-content/uploads/2019-public-involvement-plan.pdf>.

Action

Staff requests TAC recommend Planning Council adopt the *2019 Public involvement Plan* at their March 7, 2019 meeting.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
February 20, 2019	FY2019 Program of Projects (POP)	Kaley Ziesel
Objective/Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for FFY 2019 FTA sections 5307, 5310 and 5339 apportionment for the Fort Collins TMA.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2019 Federal Transit Administration (FTA) Section's 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY19 funding:</p> <ul style="list-style-type: none"> • A public meeting was held from 1-2 pm at the Downtown Transit Center in Fort Collins on December 21, 2018. Public notice of the meeting was published in the two primary TMA newspapers. • An online notice was on the Transfort website for two weeks with contact information to provide feedback. • Full FY19 apportionments have not yet been released, program funding amounts were estimated using FY18 full apportionments. 		
Committee Discussion		
This is the first time TAC has discussed the FFY 2019 TMA POP for recommendation to Planning Council for approval.		
Supporting Information		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for reach project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s). • Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP) • Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations • Ensure the annual POP complies with the requirements that at least one percent is used for public transportation security projects unless all security needs are certified to have been met • Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation 		

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the March 7, 2019 Planning Council meeting for approval and subsequent inclusion in the FY2019-FY2022 TIP and STIP.

Advantages

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

Disadvantages

None noted.

Analysis/Recommendation

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

Attachments

- FFY 2019 Program of Projects (POP)
- December 21, 2018 Public Hearing Public Notice
- FTA 5307, 5310, and 5339 Factsheets
- [FFY18 5307 Full Apportionment Notice](#)
- [FFY18 5310 Full Apportionment Notice](#)
- [FFY18 5339 Full Apportionment Notice](#)

Rev. 11/28/2018

2019 FTA SECTIONS 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2019 FTA SECTION 5307 - \$4,501,848

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)		Local Match Requirement
			Federal	Local	
Maintain, Repair & Replace Assets	Fort Collins	\$ 2,335,700	\$ 1,868,560	\$ 467,140	20%
1% Security Projects	Fort Collins	\$ 56,273	\$ 45,018	\$ 11,255	20%
Capital Costs of Contracting	Fort Collins	\$ 1,181,000	\$ 472,400	\$ 708,600	60%
Fixed Route Operating Expenses	Fort Collins	\$ 4,231,740	\$ 2,115,870	\$ 2,115,870	50%
Total Project Costs - Fort Collins		\$ 7,804,713			
Total Federal Costs - Fort Collins		\$ 4,501,848			

FFY 2019 FTA SECTION 5310 - \$207,229

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)		Local Match Requirement
			Federal	Local	
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 259,036	\$ 207,229	\$ 51,807	20%
Total Project Costs - Fort Collins		\$ 259,036			
Total Federal Costs - Fort Collins		\$ 207,229			

FFY 2019 FTA SECTION 5339 - \$532,054

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)		Local Match Requirement
			Federal	Local	
Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology	Fort Collins	\$ 665,068	\$ 532,054	\$ 133,014	20%
Total Project Costs - Fort Collins		\$ 665,068			
Total Federal Costs - Fort Collins		\$ 532,054			



Transfort / Dial-A-Ride
6570 Portner Road
Fort Collins, CO 80522

970.221.6620
970.221.6285 - fax
fcgov.com

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2019 Federal Transit Administration (FTA) Sections 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.

- FY19 Section 5307 approximate available funding: \$4,501,848
- FY19 Section 5310 approximate available funding: \$207,229
- FY19 Section 5339 approximate available funding: \$532,054

The Proposed Program of Projects (POP) includes:

5307 Program

- Maintain, Repair and Replace Assets \$1,868,560 Federal, \$467,140 Local Match
- Security Projects \$45,018 Federal, \$11,255 Local Match
- Capital Costs of Contracting \$472,400 Federal, \$708,600 Local Match
- Fixed Route Operating Expenses \$2,115,870 Federal, \$2,115,870 Local Match

5310 Program

- Goods and Services for Seniors and Individuals with Disabilities - \$207,229 Federal, \$51,807 Local Match

5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Facilities & Technology - \$532,054 Federal, \$133,014 Local Match

Total Project Costs - \$8,728,817

Total Federal Costs - \$5,241,131

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 2019



Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 1-2 pm December 21,

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 FFY2019 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation
Federal Transit Administration



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

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

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

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

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

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

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

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

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

What's Changed?

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

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

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

Funding:

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

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

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

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

Other:

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

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



U.S. Department of Transportation
Federal Transit Administration



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

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

PROGRAM PURPOSE:

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

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

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

Eligible Recipients:

Formula funds are apportioned to direct recipients:

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

Eligible Activities:

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

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

What’s Changed?

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

Funding:

Federal Share:

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

Formula Details:

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

Other:

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

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



U.S. Department of Transportation
Federal Transit Administration



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

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

Purpose

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

Statutory References

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

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

Eligible Recipients

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

Eligible Activities

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

What's Changed?

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

Funding

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

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

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
February 20, 2019	FY2022-2023 Call for Projects Recommendations	Becky Karasko
Objective/Request Action		
To recommend Planning Council approval of the project scoring recommendations for the FY2022-2023 Call for Projects. The Call awards FY22 and FY23 funding from the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs.		<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"> • A total of 18 project applications were submitted: 11 CMAQ, six STBG, and one TA. • The Call for Projects Scoring Committee met on January 8 to score CMAQ and STBG applications. The Scoring Committee recommends partially funding one and fully funding four CMAQ projects and fully funding four STBG projects. An additional \$428,382 funding in STBG is available; however, instead of awarding partial funding, the two unfunded STBG projects will be waitlisted and if additional funding becomes available, they would be awarded funds at a later date. • The TA application was reviewed by the NoCo Bike & Ped Collaborative at their meeting on January 9. NoCo recommends fully funding the project. 		
Committee Discussion		
<ul style="list-style-type: none"> • TAC discussed the FY2022-2023 Call for Projects recommendations at the January 16, 2019 meeting and provided input. The recommendations were presented to Planning Council at their February 7, 2019 meeting. • Council members requested an analysis of the last three Calls for Projects (2014, 2016, and 2018) for the three funding categories (CMAQ, STBG, and TA) be conducted and provided to Council members. This analysis was completed and provided to the Council on February 11, 2019 and is provided as an attachment to this AIS. • Additionally, an analysis of applicants and awardees to the three Calls and three funding categories was conducted and is attached to this AIS. • This will be an Action Item at the March 7, 2019 Planning Council meeting. 		
Supporting Information		
<ul style="list-style-type: none"> • The STBG and CMAQ Scoring Committee included voting representatives from Evans, Fort Collins, Greeley, Loveland, and Weld County and non-voting representatives from CDOT, FHWA, NoCo Bike & Ped, RAQC, and NFRMPO staff. • The CMAQ projects were ranked highest to lowest based on their emissions benefits and contribution to achievement of targets using the scoring criteria and point system identified in the Guidebook. • The STBG projects were ranked highest to lowest based on the scoring criteria and point system identified in the Guidebook. • Only one TA application was submitted to the Call. NoCo recommends fully funding the project. 		
Advantages		
<ul style="list-style-type: none"> • The projects recommended by the Scoring Committee and NoCo Bike & Ped will provide the greatest benefit the region based on the scoring criteria. • The projects were recommended using the scoring process identified in the Call for Projects Guidebook. 		
Disadvantages		
<ul style="list-style-type: none"> • None noted. 		

Analysis/Recommendation

Staff requests TAC review the Call for Projects recommendations for CMAQ, STBG, and TA funding through the NFRMPO and recommend Planning Council approval at their March 7, 2019 meeting.

Attachments

- Call for Projects Recommendations Summary Tables
- Call for Projects Distribution Analysis
- Call for Projects Applicants and Awardees Table

Call for Projects Recommendations Summary Tables

Table 1. Congestion Mitigation & Air Quality (CMAQ)

Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
Greeley	Citywide Signal Retiming	1	\$283,000	\$273,000
Fort Collins	Transfort Electric Bus Purchase	2	\$4,366,593	\$4,366,593
Greeley	Phase 3 Fiber	3	\$2,375,653	\$2,375,653
Loveland	North Taft Avenue & US34 Intersection Widening/Improvements	4	\$3,330,637	\$3,330,637
Fort Collins	College and Trilby Road Intersection Improvements	5	\$1,000,000	\$387,371
Weld County	WCR74/WCR31 Roundabout	6	\$4,161,323	\$0
Loveland	COLT Bus Replacement	7	\$848,781	\$0
Loveland	US34 & Namaqua Signal	8	\$827,900	\$0
Loveland	Loveland ITS Expansion	9	\$359,309	\$0
Greeley	14 th Avenue Signal Detection and Hardware Upgrade	10	\$615,049	\$0
Greeley	11 th Avenue Signal Detection and Hardware Upgrade	N/A	\$849,830	\$0*
TOTAL FEDERAL FUNDING AVAILABLE				\$10,733,254
TOTAL FEDERAL FUNDING RECOMMENDED				\$10,733,254

*Project deemed ineligible: applicant did not submit CDOT mini application or CDOT letter of support. Project could receive via CDOT.

Table 2. Surface Transportation Block Grant (STBG)

Project Sponsor	Partner Agency	Project Name	Rank	Federal Request	Funding Recommendation
Fort Collins	Larimer County	CR19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	1	\$3,834,025	\$3,834,025
Weld County	Eaton	Roundabout at WCR74 and WCR33	2	\$1,091,818	\$1,091,818
Evans	Weld County	37 th St Widening	3	\$1,118,565	\$1,118,565
Loveland	N/A	US34 Widening - Boise to Rocky Mountain Ave	4	\$1,361,496	\$1,361,496
Greeley	N/A	83 rd Avenue Roadway Improvements	5	\$1,873,374	<i>Project Waitlisted</i>
Windsor	N/A	WCR13 Alignment Improvements	6	\$1,187,311	<i>Project Waitlisted</i>
TOTAL FEDERAL FUNDING AVAILABLE				\$7,834,286	
TOTAL FEDERAL FUNDING RECOMMENDED				\$7,405,904	

Table 3. Transportation Alternatives (TA)

Project Sponsor	Project Name	Federal Request	Funding Recommendation
Windsor	Poudre River Trail Realignment Improvements	\$544,075	\$544,075
TOTAL FEDERAL FUNDING AVAILABLE			\$544,075
TOTAL FEDERAL FUNDING RECOMMENDED			\$544,075

Congestion Mitigation and Air Quality (CMAQ)

		2014 Call		2016 Call	2018 Call	Average of Last 3 Calls
		Awarded	Allocated to Date**	Awarded	Awarded	
Weld County	Weld County	\$ 4,507,000.00	\$ 5,303,429.00	\$ 2,200,000.00	\$ -	
	Greeley	\$ 185,000.00	\$ 185,000.00	\$ 430,500.00	\$ 2,648,653.00	
	GET	\$ 3,880,000.00	\$ 4,625,831.00	\$ 1,513,000.00	\$ -	
Weld County Subtotal		\$ 8,572,000.00	\$ 10,114,260.00	\$ 4,143,500.00	\$ 2,648,653.00	\$ 16,906,413.00
Weld County Percentage		65%	64%	54%	25%	49.4%
Larimer County	Larimer County	\$ 383,147.00	\$ 383,147.00	\$ 827,900.00	-	
	Loveland*	\$ 764,000.00	\$ 636,000.00	\$ 384,000.00	\$ 3,330,637.00	
	Fort Collins	\$ -	\$ -	\$ -	\$ 387,371.00	
	Transfort	\$ 2,763,000.00	\$ 3,964,989.00	\$ 1,900,000.00	\$ 4,366,593.00	
	COLT	\$ 726,616.00	\$ 726,616.00	\$ 384,000.00	\$ -	
Larimer County Subtotal		\$ 4,636,763.00	\$ 5,710,752.00	\$ 3,495,900.00	\$ 8,084,601.00	\$ 17,291,253.00
Larimer County Percentage		35%	36%	46%	75%	50.6%
TOTAL		\$ 13,208,763.00	\$ 15,825,012.00	\$ 7,639,400.00	\$ 10,733,254.00	\$ 34,197,666.00

*Loveland was awarded funds for two projects

**Allocated to date indicates additional funds awarded following CDOT reconciliations and project close-outs

Surface Transportation Block Grant (STBG)

		2014 Call		2016 Call	2018 Call	Average of Last 3 Calls
		Awarded	Allocated to Date**	Awarded	Awarded	
Weld County	Eaton	\$ 104,000.00	\$ 103,440.00	\$ -	\$ -	
	Evans	\$ 1,394,000.00	\$ 1,423,554.00	\$ 982,141.00	\$ 1,118,565.00	
	Greeley	\$ 1,498,000.00	\$ 2,010,958.00	\$ 1,329,008.00	\$ 242,000.00	
	Weld County	\$ -	\$ -	\$ -	\$ 1,091,818.00	
	Windsor	\$ -	\$ -	\$ 1,000,000.00	\$ 186,000.00	
Weld County Subtotal		\$ 2,996,000.00	\$ 3,537,952.00	\$ 3,311,149.00	\$ 2,638,383.00	\$ 9,487,484.00
Weld County Percentage		36%	35%	48%	34%	38.2%
Larimer County	Larimer County	\$ -	\$ -	\$ 452,419.00	\$ -	
	Loveland	\$ 1,109,000.00	\$ 2,320,000.00	\$ 982,891.00	\$ 1,361,496.00	
	Fort Collins	\$ 2,368,000.00	\$ 2,400,000.00	\$ 2,100,442.00	\$ 3,834,025.00	
	Berthoud	\$ 1,866,000.00	\$ 1,865,855.00	\$ -	\$ -	
Larimer County Subtotal		\$ 5,343,000.00	\$ 6,585,855.00	\$ 3,535,752.00	\$ 5,195,521.00	\$ 15,317,128.00
Larimer County Percentage		64%	65%	52%	66%	61.8%
TOTAL		\$ 8,339,000.00	\$ 10,123,807.00	\$ 6,846,901.00	\$ 7,833,904.00	\$ 24,804,612.00

*Red font indicates waitlisted projects

**Allocated to date indicates additional funds awarded following CDOT reconciliations and project close-outs

Transportation Alternatives (TA)

		2014 Call		2016 Call	2018 Call	Average of Last 3 Calls
		Awarded	Allocated to Date**	Awarded	Awarded	
Weld County	Johnstown	\$ -	\$ -	\$ 250,000.00	\$ -	
	Windsor	\$ 550,000.00	\$ 665,000.00	\$ -	\$ 544,075.00	
Weld County Subtotal		\$ 550,000.00	\$ 665,000.00	\$ 250,000.00	\$ 544,075.00	\$ 1,459,075.00
Weld County Percentage		55%	100%	49%	100%	84.7%
Larimer County	Larimer County	\$ 456,000.00	\$ -	\$ 264,000.00	\$ -	
Larimer County Subtotal		\$ 456,000.00	\$ -	\$ 264,000.00	\$ -	\$ 264,000.00
Larimer County Percentage		45%	0%	51%	0%	15.3%
TOTAL		\$ 1,006,000.00	\$ 665,000.00	\$ 514,000.00	\$ 544,075.00	\$ 1,723,075.00

**Allocated to date indicates additional funds awarded following CDOT reconciliations and project close-outs

TOTAL

County	Total Funding	Percentage
Larimer County	\$ 32,872,381.00	54%
Weld County	\$ 27,852,972.00	46%
TOTAL	\$ 60,725,353.00	100%

**Call for Projects Applicants and Awardees
2014, 2016, 2018**

Congestion Mitigation and Air Quality (CMAQ)

		2014 Call		2016 Call		2018 Call	
		Applied	Funding Awarded	Applied	Funding Awarded	Applied	Funding Awarded
Weld County	Weld County	Yes(2)	Yes(2)	Yes	Yes	Yes	No
	Eaton	No	N/A	No	N/A	No	N/A
	Evans	No	N/A	No	N/A	No	N/A
	Garden City	No	N/A	No	N/A	No	N/A
	Greeley/ GET	Yes/ Yes	Yes/ Yes	Yes/ Yes	Yes/ Yes	Yes (4)/ No	Yes (2)/ N/A
	Johnstown	No	N/A	Yes	No**	No	N/A
	LaSalle	Yes	No*	No	N/A	No	N/A
	Milliken	No	N/A	No	N/A	No	N/A
	Severance	No	N/A	No	N/A	No	N/A
	Windsor	No	N/A	No	N/A	No	N/A
	Larimer County	Larimer County	Yes	Yes	Yes	Yes	No
Berthoud		No	N/A	No	N/A	No	N/A
Fort Collins/ Transfort		Yes (3)/ Yes	Yes (1)/ Yes	Yes/ Yes	No/ Yes	Yes/ Yes	Yes/ Yes
Loveland/ COLT		Yes (2)/ Yes	Yes (2)/ Yes	Yes(2)/ Yes	Yes(2)/ Yes	Yes(3)/ Yes	Yes(1)/ No
Timnath		No	N/A	No	N/A	No	N/A

*LaSalle's project was funded by Weld County

**Johnstown's project was funded by Colorado Energy Office

Surface Transportation Block Grant (STBG)

		2014 Call		2016 Call		2018 Call	
		Applied	Funding Awarded	Applied	Funding Awarded	Applied	Funding Awarded
Weld County	Weld County	Yes	No	No	N/A	Yes***	Yes***
	Eaton	Yes***	Yes***	No	N/A	No	N/A
	Evans	Yes	Yes	Yes	Yes	Yes***	Yes***
	Garden City	No	N/A	No	N/A	No	N/A
	Greeley	Yes	Yes	Yes	Yes	Yes	Yes
	Johnstown	No	N/A	No	N/A	No	N/A
	LaSalle	Yes	No	No	N/A	No	N/A
	Milliken	No	N/A	No	N/A	No	N/A
	Severance	No	N/A	No	N/A	No	N/A
	Windsor	Yes	No	Yes	Yes	Yes	Yes
	Larimer County	Larimer County	Yes***	Yes***	Yes	Yes	No
Berthoud		Yes***	Yes***	No	N/A	No	N/A
Fort Collins		Yes(3)	Yes(2)	Yes	Yes	Yes***	Yes***
Loveland		Yes	Yes	Yes	Yes	Yes	Yes
Timnath		No	N/A	No	N/A	No	N/A

***Denotes Partnership Project

**Call for Projects Applicants and Awardees
2014, 2016, 2018**

Transportation Alternatives (TA)

		2014 Call		2016 Call		2018 Call	
		Applied	Funding Awarded	Applied	Funding Awarded	Applied	Funding Awarded
Weld County	Weld County	No	N/A	No	N/A	No	N/A
	Eaton	No	N/A	No	N/A	No	N/A
	Evans	No	N/A	No	N/A	No	N/A
	Garden City	No	N/A	No	N/A	No	N/A
	Greeley	No	N/A	No	N/A	No	N/A
	Johnstown	No	N/A	Yes	Yes	No	N/A
	LaSalle	No	N/A	No	N/A	No	N/A
	Milliken	No	N/A	No	N/A	No	N/A
	Severance	No	N/A	No	N/A	No	N/A
	Windsor	Yes	Yes	No	N/A	Yes	Yes
Larimer County	Larimer County	Yes	Yes	Yes	Yes	No	N/A
	Berthoud	No	N/A	No	N/A	No	N/A
	Fort Collins	No	N/A	No	N/A	No	N/A
	Loveland	No	N/A	No	N/A	No	N/A
	Timnath	No	N/A	No	N/A	No	N/A



1



Need for Study

- US 287 acts as a local “Main Street” within Northern Colorado Communities not a US route
- Truck traffic causes unnecessary congestion within city limits
 - CDOT is looking into better ways to handle freight and mobility within Northern Colorado
- Several truck and passenger vehicles utilizing owl canyon as bypass already

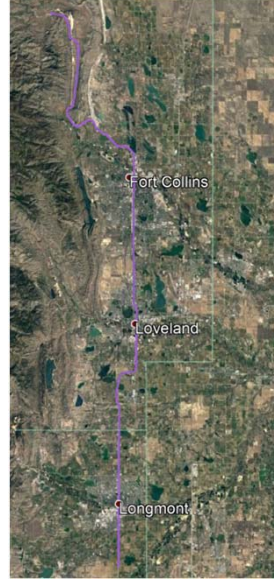


2



Current US 287 Alignment

- US route goes through Fort Collins, Loveland and Longmont
- Local Municipalities are required to get permits through CDOT for access and capital improvement projects off US 287 through their communities
- CDOT just finished surface treatment on US 287 from Loveland through Fort Collins



3



Big Vision

- Reroute US 287 to bypass Northern Colorado Communities
- Get through truck traffic outside of local downtown areas
- Give access control to the local municipalities



*Alignment pictured to right is a proposed alternative, other alignments will be considered to meet project objectives

4



Limits of Study

- Study will focus on east-west connection route to the north of Fort Collins
- Study area: Wyoming border to South of Longmont
- Study will include 2 community meetings to collect community feedback
- Future study will look at utilizing existing CDOT east-west routes to the south of Fort Collins if the Owl Canyon route is determined feasible.



5



Questions/Comments?

6

One Call/One Click Center
NFRMPO TAC

February 20, 2019

North Front Range Metropolitan Planning Organization

LARIMER WELD

Estes Park

Map showing various roadways (287, 34, 36, 402, 60, 56, 14, 257, 392, 34, 60, 8) and colored regions (green, yellow, pink) within the MPO boundary.

1

Context

2

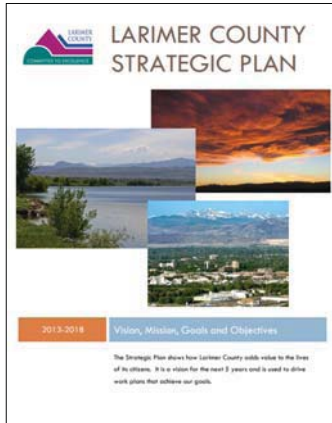
Map showing the MPO boundary and surrounding areas including Red Feather Lakes, Wellington, Laporte, and Estes Park. Roadways shown include 287, 14, 34, 36, 402, 60, 56, 14, 257, 392, 34, 60, 8, 72, 36, 68, 119, 85.

Scale bar: 0 2 4 8 12 16

North arrow

2

Background



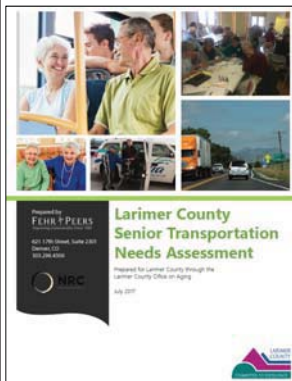
2013-2018 Larimer County Strategic Plan Goal

“By the end of 2016, an evaluation of the transportation needs and challenges for **seniors living in unincorporated Larimer County** will be completed. Existing and new options for **addressing those needs and challenges** will be identified, prioritized, and implemented.”

3

3

Background



Larimer County Senior Transportation Needs Assessment

- Completed July 2017
- 4 focus groups, statistically-valid survey
- Senior Transportation Coalition – Steering Committee
- Identified existing services, needs and concerns
- 10 recommended actions

Available for Download: <https://bit.ly/2FCD8UI>

4

4

Background







Needs Assessment Recommendations





1. On-demand paid services
2. Volunteer driver program
3. Expansion of existing services
4. Family and friend subsidy
5. Fixed route shuttle
6. Education and marketing
7. Dispatch/Call Center
8. Senior Commission and Transit Ambassadors
9. Travel Trainings
10. Online Platform

5

5

Background



Larimer County Senior Transportation Work Group

- Berthoud Rural Alternative for Transportation
- Larimer County Office on Aging
- Larimer County Engineering Department
- Larimer County Community Development
- Larimer County Dept. of Public Health and Environment
- North Front Range Metropolitan Planning Organization
- Partnership for Age-Friendly Communities

6

6

Where are we now?









- NFRMPO taking on project management
 - Expand beyond Larimer County boundaries
 - Larimer County does not want to operate transportation
 - Planning Council approved Executive Director goal to pursue project
- Applied for and successful with three grants
- Building relationships with providers, elected officials, non-profits, etc.

7

7

Project MILES



- National Aging and Disability Transportation Center (NADTC) Getting Ready to Innovate grant
 - \$20,000 grant
 - \$5,000 local match from Larimer County
 - Project managed and administered by the NFRMPO
- Create Expert Panel
- Pilot two One Call/One Click Center softwares
- Completed, January 2019

8

8

Project MILES, phase 2



- NADTC Innovations in Accessible Mobility Implementation Grant
 - \$70,000 grant
 - Administered by the NFRMPO, project managed by PAFC and Larimer County Office on Aging
 - Six month implementation project (August 2019)
 - Subsidized expansion of existing Via Mobility call center and rides for south Larimer County (Estes Park, Berthoud)

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Implementation Plan



- \$40,000 grant, \$16,000 local match from Larimer County
- Expected December 2019
- Project managed and administered by NFRMPO
- Identify partnerships, market research, and outreach
- Design services to be implemented
- Develop business and financial plan
- Synthesize strategies into an *Implementation Plan*
- Absorb Expert Panel into Larimer County Mobility Committee

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Questions?



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AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
February 20, 2019	2045 Regional Transportation Plan (RTP) Draft Environmental Profile and NFRMPO System Sections	Becky Karasko
Objective/Request Action		
Staff is providing the first of six groups of Chapters and Sections for the 2045 Regional Transportation Plan (RTP) for TAC review and discussion.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • MPO staff is developing the 2045 RTP, scheduled for September 2019 Planning Council adoption • The 2045 RTP includes a long-term transportation vision for the region • The DRAFT 2045 RTP Environmental Profile and NFRMPO Systems Sections for TAC member's review may be accessed here: https://nfrmpo.org/wp-content/uploads/RTP_Existing_Transportation_System_Environmental_Profile.pdf 		
Committee Discussion		
This is the first time TAC will discuss Sections of the 2045 RTP as well as the Chapters and Sections and schedule of TAC review.		
Supporting Information		
The RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2045 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally-constrained corridor plan for the future.		
Advantages		
Providing the chapters as they are drafted allows TAC to maximize their time and input in reviewing the 2045 RTP chapters. Staff will provide presentations on the changes to the RTP to summarize changes to assist TAC in their review.		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members review the portions of the 2045 RTP DRAFT Sections applicable to their jurisdictions for accuracy and content.		
Attachments		
<ul style="list-style-type: none"> • 2045 RTP Chapter and Sections Schedule • 2045 RTP Chapter and Sections List 		

**DRAFT 2045 Regional Transportation Plan
Chapter and Section Schedule**

Chapter	Section	2019							
		February	March	April	May	June	July	August	
1	Introduction								
2	The NFRMPO System								
	Socio-Economic Profile								
	Performance-Based Planning								
	Environmental Profile								
	Safety & Resiliency								
3	Mobility/Multimodal Planning								
	Technology								
	Vision Plans								
	Plan Scenarios								
	Fiscally Constrained Plan								
4	Plan Projects								
5	Public Outreach								
	Implementation								

Regional Transportation Plan 2045 Update

Chapters and Sections		Subsections		
1	Introduction	A	Background	
		B	Planning Process	
		C	Values, Visions, Goals, and Objectives	
		D	Other Plans and Studies	
		E	Summary of Public Input	
2	Existing Conditions	The NFRMPO System	A	Roadway Network
			B	Regionally Significant Corridors
			C	Transit Systems
			D	Bicycle and Pedestrian System
			E	Freight
			F	Aviation Facilities
			G	Intelligent Transportation System (ITS)
			H	Transportation Demand Management Program
		Socio-Economic Profile	A	Socio-Economic Data
			B	Environmental Justice Analysis
			C	Older Adults and the Disabled
		Performance-Based Planning	A	Goals, Objectives, Performance Measures, and Targets (GOPMT)
			B	Progress of 2040 RTP GOPMT
			C	Federal Performance Targets
			D	Planning Factors
			E	FY2022-2023 Call for Projects
		Environmental Profile	A	Agricultural Land
			B	Air Quality
			C	Historic and Archeological Sites
			D	Threatened and Endangered Species
			E	Wetlands, Water Features, and Water Quality
			F	Planning and Environmental Linkages (PEL)
		Safety & Resiliency	A	NFRMPO's Role
			C	Safety
			D	CMP
			E	Crash Analysis
			F	Hazard Mitigation
			G	Hazard Planning
			H	Security
			Mobility/ Multimodal Planning	A
		B		Freight (FNC)
		C		Transit (RTE)
		D		Non-Motorized (NMP)

Regional Transportation Plan 2045 Update

3	The Future Transportation System	Technology	A	RoadX
			B	Connected and Autonomous Vehicles
			C	Disruptive Technologies
			D	FAST Act Alternative Fuels Corridors
		Vision Plans	A	RSCs
			B	RTCs
			C	RNMCs
			D	Aviation
			E	Freight
		Plan Scenarios	A	Land Use Scenarios
			B	Travel Model Scenarios
			C	Transit Scenarios
		Fiscally Constrained Plan	A	Funding Estimates
			B	Restricted and Project Specific Funding
			C	Resource Allocation
			D	Maintenance & Operations
			E	Funding Issues
			F	Transportation Improvement Program (TIP)
			G	Project Prioritization for Capacity Projects
			H	CDOT Programs
I	Transit Plan			
J	Aviation Plan			
K	Freight Plan			
L	Fiscal Constraint			
Plan Projects	A	Overview		
	B	Model Steering Team		
	C	Projects and Tables		
4	Public Outreach	A	Summary of Public Participation Process	
		B	LEP	
		C	Title VI	
		D	PIP	
5	Implementation	A	Plan Amendment Process	
		B	UPWP	
		C	Emerging Trends	
		D	Strategies	

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Medora Kealy

Date: February 20, 2019

Re: FY2018 Transportation Improvement Program (TIP) Project Delay Review - Discussion

Background

The FY2018 TIP Project Review was a Discussion Item at the September 19, 2018 TAC meeting. The Action on this item was postponed to allow project sponsors time to address delays caused by the Buy America (BA) waiver process suspension. Although solutions for projects impacted by the BA waiver have not been implemented, they have been identified and this item is now returning for a second Discussion.

The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

The TIP Delay Procedure is identified in the FY19-22 Transportation Improvement Program (TIP). “Delay” is defined as:

- when a construction-related project is not advertised during the fiscal year assigned in the TIP; or
- when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP.

The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a second extension, TAC may either (1) recommend Planning Council issue a second extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

In August and September 2018, sponsors provided project status information for projects initially programmed in FY18 or earlier, which is summarized in **Table 1**. There are eight projects that are fully delayed and one project that has delayed components. The “Initial Program Year in TIP” identifies the first year the project was programmed, and the “Project Status Comments” identify other project milestones. The “2017 Review Outcome” identifies if the project received its first extension in 2017. Of the nine delayed projects, three were granted a one-year extension during the 2017 Project Review: the City of Greeley’s *10th Street Phase II Construction* project, Loveland’s *US287 & US34 VMS Signs* project, and the vehicle portion of Weld County’s *CNG Vehicles & Expansion* project.



Action

Staff requests TAC discuss projects with delays and consider issuing a one-year extension to the six projects with first time delays. For the three delayed projects that have already received their first extension, TAC may either recommend Planning Council grant a second extension or remove funding.



Table 1. 2018 TIP Project Delay Review

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	PROJECT STATUS COMMENTS	Federal Funds Programmed in FY16-19 (in thousands)	2017 Review Outcome	2018 Delay Status
US 85 Access Cntrl at 31st Street	Evans	STP Metro	FY12	-	ROW Plans Complete, acquiring ROW acquisition contractor	746	(a)	1 st Delay
35th Ave: Prairie View to 37th St	Evans	STP Metro	FY14	August 15, 2018	Bids due Sept. 6, 2018	1,115	1 st Extension	-
US287 (N College) Ped Bridge & Path	Fort Collins	CMAQ	FY14	Anticipated Q4 2018	The project design and ROW phases are complete. Relocations are underway to move utilities out of the CDOT ROW. The project is dependent upon CDOT reconstructing the roadway prior to the City of Fort Collins project. The City and CDOT are meeting in early Sept. to finalize construction schedules.	174	(b)	1 st Delay
10th Street Phase II Construction	Greeley	STP Metro	FY15	Anticipated 2018 or early 2019	ROW acquisition continues with court hearings for 2 properties scheduled.	378	1 st Extension	2 nd Delay
LCR 17 Expansion	Larimer County / Berthoud	STBG	FY18	Anticipated February 2019	Project delayed due to additional scope (storm sewer).	1,866	N/A	1 st Delay
Loveland Traffic Optimization	Loveland	CMAQ	FY16	NTP Received	Partial Equip Received.	380	1 st Extension	-
Loveland CNG Vehicle Replacement	Loveland	CMAQ	FY17	-	On hold due to BA Waiver suspension.	256	(c)	1 st Delay
US 287 & US 34 VMS Signs	Loveland	CMAQ	FY15	Anticipated October 2019	IGA Complete	497	1 st Extension	2 nd Delay
Loveland I-25/US 34/Crossroads VMS	Loveland	CMAQ	FY11	Construction Complete	-	370	(d)	-



PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	PROJECT STATUS COMMENTS	Federal Funds Programmed in FY16-19 (in thousands)	2017 Review Outcome	2018 Delay Status
COLT CNG Bus Replacement	Loveland	CMAQ	FY18	Anticipated NTP Late Fall 2018	Working with CDOT Local Agency Group on IGA.	726	N/A	1 st Delay
US34 Widening: Denver Ave to Boyd Lake Ave	Loveland	STBG	FY18	Anticipated 2/1/2019	Working with CDOT Local Agency Group on IGA.	2,320	N/A	1 st Delay
Weld County CNG Vehicles & Expansion	Weld County	CMAQ	FY16	8/2/2017	CNG Station - Contracting changed from HQ's to R4. CNG station under construction with an anticipated completion date of end of October 2018.	961	-	-
				2016	2016 Vehicle Purchase - Contract approved in 2016 and five vehicles purchased.	228	-	-
				Anticipated Late 2018	2018 Vehicle Purchase - BA Waiver for one vehicle approved in April 2018. CDOT HQ is amending the contract expiration date, so anticipate executing contract before the end of 2018.	162	1 st Extension	2 nd Delay
				-	Remaining Vehicles - 20 vehicles on hold due to BA Waiver suspension.	3,952	1 st Extension	2 nd Delay

- (a) Project was erroneously considered not delayed in 2017 review based on NTP milestone.
- (b) Project was rolled forward to FY18 in July 2017 and was not included in the 2017 review.
- (c) Project sponsor returned the FY17 funding so project did not require an extension in 2017.
- (d) Project was rolled forward to FY18 in July 2017 and was not included in the 2017 review

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, February 13, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

Vision, Mission, Goals and Objectives Update

The Subcommittee met prior to the regularly scheduled meeting to continue refining the Collaborative's Vision, Mission, Goals, and Objectives. The Subcommittee will finish this process on March 13 and present the proposed framework to the Collaborative for discussion and adoption.

2019 Walkability Action Institute (WAI)

Ryan Dusil stated a team representing the NFRMPO and the Collaborative was accepted to the 2019 WAI. The WAI is a four-day workshop in Decatur, Georgia where the team will work with national walkability experts to develop an Action Plan to implement walkability strategies in Northern Colorado. The WAI is hosted April 22-26, 2018 by the Center for Disease Control and Prevention (CDC) and the National Association of Chronic Disease Directors (NACDD), who also cover each team's travel expenses. An NFRMPO team considered applying to the WAI in 2016, applied in 2017 and was rejected, and applied again in 2018 and was accepted. The WAI team, consists of Katie Guthrie (City of Loveland), Leslie Beckstrom (Weld County), Aaron Buckley (CSU), Mayor Will Karspeck (Town of Berthoud), Matt Ruder (City of Loveland), and Ryan Dusil (NFRMPO). The WAI team will rely on the Collaborative to help refine and implement the Action Plan. The NFRMPO team is one of 10 teams attending this year. 51 teams from 31 states have participated in the WAI since 2015.

2019 NoCo Bike & Ped Work Plan

Wade Willis stated the 2019 Work Plan should be updated in conjunction with the update of the Vision, Mission, Goals, and Objectives. Dusil highlighted the group's 2018 goals (generated in December 2017), 2018 achievements, and potential 2019 focus areas. The tasks were divided in to discussion topics, presentation topics, group recommendations/actions, and special events. The group proposed revisions and new ideas to add to the list and organized them into short-term (through July 2019), medium-term (July 2019 – December 2019), and long-term (2020 and beyond) tasks. Dusil will propose a tentative 2019 calendar based on the list and bring it to the March meeting for discussion and approval.

Counter Data Trends

Aaron Buckley stated a couple CSU counters were recently repaired due to water damage. Bob Hinderaker stated he plans to install two new permanent counters along the Poudre River Trail in Greeley. Allison Baxter stated the City of Greeley plans to install one permanent counter on the Sheep Draw Trail and use temporary counters at on-street locations across the City. Wade Willis stated the Town of Windsor will install one or two more counters on local trails. Liz Heid stated the Great Western Trail is seeing far more pedestrians than bicyclists and total volume has been higher than expected on cold weather days. Ryan Dusil stated the NFRMPO temporary counters are available for check out and NFRMPO staff can assist with training, installation, data collection, and data analysis. The Town of Eaton used two tube counters in Fall 2018 mainly to count motor vehicle traffic. This feature can be leveraged to encourage counting because the counters can still count bicyclists at the same time as motor vehicles.

Future Agenda Items

March:

- Finalize Vision, Mission, Goals, Objectives
- Finalize 2019 Work Plan
- Pace Bike Share: 2019 Opportunities

April:

- Organization Structure Facilitated Discussion

May:

- 2019 WAI: Action Plan and Implementation