



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

**MEETING AGENDA**

**April 4, 2019**  
**Greeley Family Fun Plex**  
**1501 65<sup>th</sup> Avenue**  
**Greeley, CO**

Council Dinner 5:30 p.m.

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

***Pledge of Allegiance***

***Public Comment- 2 Minutes each*** (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.)

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes-Lead Planning Agency for Air Quality/MPO-March 7, 2019 (Pg.8)

**Lead Planning Agency for Air Quality Agenda**

Estimated Time

**COUNCIL REPORTS:**

- 3) Air Pollution Control Division (APCD) (Written)
- 4) Regional Air Quality Council (RAQC) (Written)

**Metropolitan Planning Organization (MPO) Agenda**

Estimated Time

**REPORTS:**

- |   |                  |       |
|---|------------------|-------|
| 5) Report of the Chair                        | Kristie Melendez | 5 min |
| 6) Executive Director Report                  | Becky Karasko    | 5 min |
| 7) Finance (Pg.9)                             | Written/D. Clark |       |
| 8) TAC (Pg.11)                                | (Written)        |       |
| 9) Mobility (Pg.12)                           | (Written)        |       |
| 10) 2019 Walkability Action Institute (Pg.16) | (Written)        |       |

**ACTION ITEMS:**

- |   |                 |       |
|---|-----------------|-------|
| 11) March 2019 TIP Amendment (Pg.17)<br>Resolution 2019-06      | Medora Bornhoft | 5 min |
| 12) FY18 TIP Project Delay Review (Pg.23)<br>Resolution 2019-07 | Medora Bornhoft | 5 min |

**DISCUSSION ITEMS:**

- |  |                              |        |
|--|------------------------------|--------|
| 13) CO 257 and CO 392 Network Feasibility Study (Pg.27)          | Jennifer Carpenter           | 10 min |
| 14) Greeley STBG Project Adjustment Request (Pg.32)              | Becky Karasko/Allison Baxter | 10 min |
| 15) 2019 NFRMPO Title VI Plan (Pg.51)                            | Becky Karasko                | 10 min |
| 16) FY2020-2023 Transportation Improvement Program (TIP) (Pg.78) | Medora Bornhoft              | 10 min |
| 17) Zero Emission Vehicles (ZEV) Update & Next Steps (Pg.102)    | Kevin Ross                   | 5 min  |

**COUNCIL REPORTS:**

- |  |                 |              |
|--|-----------------|--------------|
| Transportation Commission                          | Kathy Gilliland | <b>5 min</b> |
| I-25 Update  | Gerry Horak     |              |
| Statewide Transportation Advisory Committee (STAC) | (Written)       |              |
| Host Council Member Report                         | Robb Casseday   |              |

**MEETING WRAP UP:**

Next Month's Agenda Topic Suggestions

**NEXT MPO COUNCIL MEETING:**  
**May 2, 2019**  
**City of Evans**



## **MPO Planning Council**

### *Town of Windsor*

**Kristie Melendez, Mayor - Chair**

Alternate- Ken Bennett, Mayor Pro Tem

### *City of Loveland*

**Dave Clark, Councilmember- Vice Chair**

Alternate- Steve Olson, Councilmember

### *Larimer County*

**Tom Donnelly, Commissioner – Past Chair**

Alternate- Steve Johnson- Commissioner

### *Town of Berthoud*

**William Karspeck, Mayor**

Alternate-Jeff Hindman, Mayor Pro Tem

### *Town of Eaton*

**Kevin Ross, Mayor**

Alternate- Glenn Ledall, Trustee

### *City of Evans*

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

### *City of Fort Collins, Transfort*

**Gerry Horak, Mayor Pro Tem**

Alternate- Susan Gutowsky, Councilmember

### *Town of Garden City*

**Fil Archuleta, Mayor**

Alternate-Alex Lopez, Councilmember

### *City of Greeley*

**Robb Casseday, Mayor Pro Tem**

Alternate-John Gates, Mayor

### *Town of Johnstown*

**Troy Mellon, Councilmember**

### *Town of LaSalle*

**Paula Cochran, Trustee**

Alternate-Claudia Reich, Mayor Pro Tem

### *Town of Milliken*

**Elizabeth Austin, Mayor Pro Tem**

### *Town of Severance*

**Donald McLeod, Mayor**

Alternate- Frank Baszler, Trustee

### *Town of Timnath*

**Aaron Pearson, Mayor Pro Tem**

### *Weld County*

**Barbara Kirkmeyer, Commissioner**

Alternate- Steve Moreno, Commissioner

### *CDPHE- Air Pollution Control Division*

**Rick Coffin, Planner**

### *Colorado Transportation Commission*

**Kathy Gilliland, Commissioner**

Alternate- Jim Eussen, Interim Region 4



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

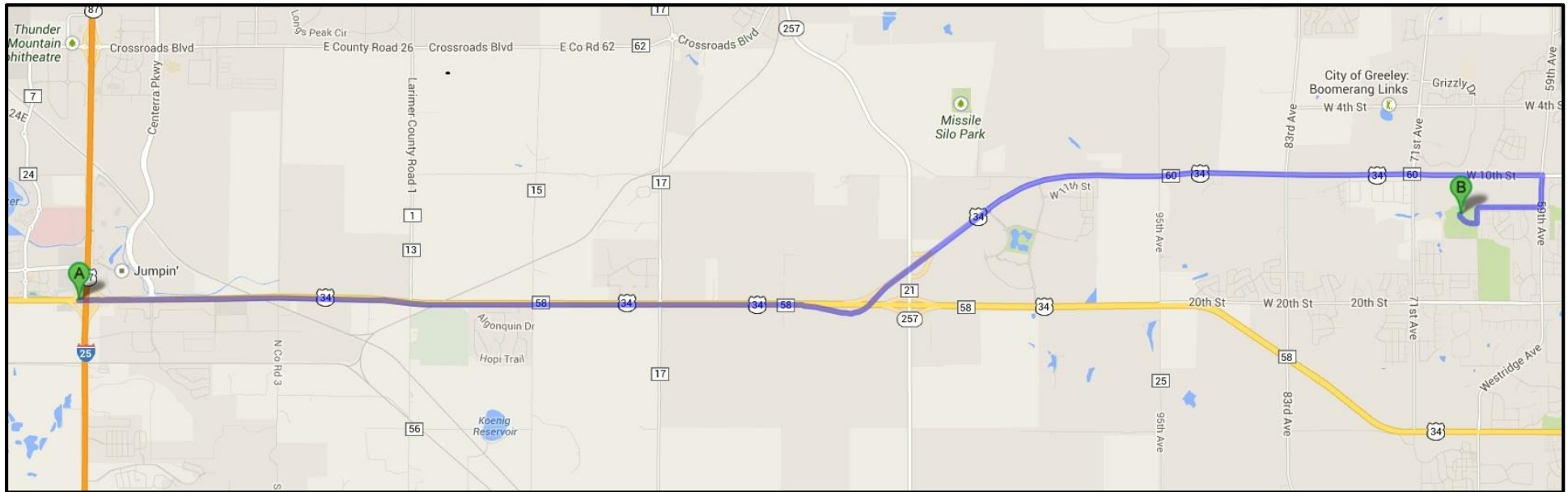
## GLOSSARY (cont'd)

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

**GLOSSARY (cont'd)**

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

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



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

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

**March 7, 2019  
Larimer County Loveland Campus  
200 Peridot Avenue  
Loveland, CO**

**Voting Members Present:**

<b>Kristie Melendez - Chair</b>	-Windsor
William Karspeck	-Berthoud
Kevin Ross	-Eaton
Mark Clark	-Evans
Gerry Horak	-Fort Collins
Fil Archuleta	-Garden City
Robb Casseday	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Dave Clark	-Loveland
Elizabeth Austin	-Milliken
Don McLeod	-Severance
Kathy Gilliland	-Transportation Comm.
Barbara Kirkmeyer	-Weld County

**Voting Members Absent:**

Rick Coffin	-CDPHE
Aaron Pearson	-Timnath
Paula Cochran	-LaSalle

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Alex Gordon, Transportation Planner II/Mobility Coordinator; Medora Bornhoft, Transportation Planner II; Sarah Martin, Transportation Planner.

**In Attendance:**

Dawn Anderson, Jeff Bailey, Frank Baszler, Dan Betts, Jesus Berumen, Drew Brooks, Ray Candiff, Ed Cannon, Carol Coates, Chad Crager, Bruce Croissant, Jim Eussen, Joel Hemesath, Myron Hora, Wayne Howard, Mark Jackson, Will Jones, Tim Kemp, Dave Klockeman, Alex Lopez, Dan Mattson, Mitch Nelson, Heather Paddock, Mark Peterson, Annabelle Phillips, Randy Ready, Paul Rennemeyer, Eric Richardson, Jan Rowe, Bryan Schafer, Karen Schneiders.

Chair Melendez called the MPO Council meeting to order at 6:02 p.m.

**Public Comment:**

No comment was provided.

**Approval of the Meeting Agenda:**

D. Clark **moved** to approve the *March 7, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

**Approval of the Minutes:**

Casseday **moved** to approve the *February 7, 2019 Council Meeting Minutes*. The motion was **seconded** and **passed** unanimously.



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

Chair Melendez opened the Air Quality portion of the meeting.

### Air Pollution Control Division

A written report was provided.

### Regional Air Quality Council (RAQC)

Mallette noted RAQC attended a retreat in February in lieu of their regularly scheduled meeting, so no report was provided.

## **Metropolitan Planning Organization (MPO) Agenda**

Chair Melendez opened the MPO portion of the meeting.

### **Reports:**

#### Report of the Chair:

Chair Melendez reported on the following:

- Planning Council had robust conversation regarding the Zero Emissions Vehicle (ZEV) mandate during the February 7, 2019 Planning Council meeting. Council drafted bullet points in the form of a resolution. From those bullets, a letter was drafted and will be going out after the March 7, 2019 Planning Council meeting. Melendez recommended Planning Council members share the letter with their respective boards and review the points with which the Planning Council had concerns.
- Melendez welcomed Fil Archuleta, Mayor of Garden City, as a new member to the Planning Council and requested everyone introduce themselves.
- Melendez welcomed student from CSU, Jesus Berumen.
- Fil Archuleta introduced Garden City alternate, Alex Lopez, Garden City Board Trustee.
- Melendez reported Johnny Olson, former CDOT Region 4 Director, was not able to attend the meeting. Kristie noted his work and advocacy for the region, highlighting his help in expediting flood-repair work along US34 and the expansion of North I-25.

#### Executive Director Report:

Mallette reported on the following:

- Last month, 2019 Conflict of Interest forms were disseminated for Councilmembers to sign. Mallette requested any Council members who had not already signed to do so.
- The RAQC meeting on April 5 will be at the Loveland Larimer County Campus from 9:30 a.m. to 11:30 a.m. It is recommended any Council members interested in learning more about how the RAQC operates attend this meeting.
- The RAQC Board, approved through Governor's office, is in the process of selecting new board members. The Larimer County and Weld County positions are up for vacancy at end of April and will need to be re-applied for. Following the selection process, there will be an Executive Order from the Governor's office talking about RAQC and how it is made up.
- Mallette noted the handout at each Council member's seat; the handout provided an update of the 2019 Goals for the Executive Director. Mallette added she will continue to report back quarterly. Bullets under each item enumerated progress made toward each goal, to date.
- At the March 6, 2019 I-25 Coalition meeting, there was request for a letter of support from the NFRMPO Planning Council to support a CDOT request for an additional \$100M from the Transportation Commission for Segments 7 and 8. Mallette added, CDOT also recently applied for an INFRA grant for these two segments. Funding from these requests would be used toward the \$250M needed to help build Segments 7 and 8 to final design. Mallette asked if Planning Council was comfortable with writing a letter of support for CDOT to request these funds. Planning Council agreed to write a letter of support.
- Regarding the ZEV mandate, there was a discussion regarding applying for party status during the February 7, 2019 Planning Council meeting. Mallette noted it could cost tens of

thousands of dollars to secure an attorney to represent the NFRMPO at the hearing. Commissioner Kirkmeyer reported, Weld County is willing to offer Weld County's attorney to assist the NFRMPO in getting party status and to assist in making any necessary motions at the hearing. Mallette asked whether the NFRMPO would need a point-person from Planning Council to be the presenter. Mayor McLeod, Mayor Ross, and Mayor Melendez offered to be available to present.

Finance:

A written report was provided.

TAC:

A written report was provided.

Mobility:

A written report was provided.

**Move to Approve Consent Agenda:**

Donnelly **moved** to approve the Consent Agenda. The motion was **seconded** and **passed** unanimously.

Items on the Consent Agenda included:

- *2019 Public Involvement Plan (PIP)-Resolution 2019-03*
- *CY2018 4<sup>th</sup> Quarter Unaudited Financial Statements*

**Action Items:**

FY2019 Program of Projects (POP)

Annabelle Phillips, Transfort, presented the FY2019 Program of Projects (POP). The POP covers FTA Sections 5307, 5310, and 5339. Phillips reported Section 5307 funding will be spent on fixed-route operations; capital costs of contracting; partially funding paratransit program Dial-a-Ride; to maintain, repair, and replace assets; and to complete security projects throughout the Transfort Service Area. Section 5310 funding will be used to purchase goods and service for seniors and individuals with disabilities to enhance mobility. Section 5339 funding will be used to repair, replace, and enhance capital assets, including facilities, rolling stock, and technology assets. Funding amounts were based on the FY2018 apportionment, because this year's have not been released yet. Once the FY2019 apportionment is released, total funding amounts may be modified, though the identified projects will remain same. Transfort held a public meeting requesting feedback on December 21, 2018 at the Downtown Transit Center; a public notice, along with the proposed FY2019 POP was published in the Fort Collins Coloradoan and the Loveland Reporter Herald, and on the RideTransfort website, with a direct email link to provide feedback. To date, no public comment has been received. The FY2019 POP was brought before the NFRMPO Technical Advisory Committee at their February 20, 2019 meeting, where it was recommended for approval by Planning Council. D. Clark asked why all projects listed were for Fort Collins-specific projects when the funding was coming from the FTA. Mallette responded, the City of Fort Collins is a Direct Recipient of the FTA funding and has an agreement with Loveland, Berthoud, and the NFRMPO to keep all federal dollars and exchange them with Fort Collins sales tax dollars, which are more flexible than the FTA funds. Phillips added Loveland was exploring the possibility of also becoming a Direct Recipient. Mark Jackson, Loveland Public Works Director, noted Loveland is pursuing Direct Recipient status to enable the use of grant funding awarded for new rolling stock and new vehicles. The City anticipates a resolution within the end of the Calendar Year.

Horak **moved** to approve *RESOLUTION NO. 2019-04 ADOPTING AN AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA §5307, §5310, §5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION*

*MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY19.* The motion was **seconded** and **passed** unanimously.

#### FY2022-23 Call For Projects Recommendations

Becky Karasko, Transportation Planning Director, reviewed that a total of 18 projects were submitted during the Call for project process, 11 CMAQ, 6 STBG, and 1 TA. The Call for Projects Scoring Committee met January 8, 2019 to score the CMAQ and STGB applications. CMAQ projects were ranked highest to lowest based on emission benefits and contribution to achievement of targets using the scoring criteria and point system identified in the Call for Projects Guidebook, which was approved by Planning Council on October 4, 2018. STBG projects were also ranked highest to lowest based on the scoring criteria and the point system identified in the Guidebook. The scoring committee recommended partially funding one STBG project and fully funding four CMAQ and four STBG projects. There is an additional \$428,382 in STBG funding available, however instead of awarding partial funds to two projects, they were waitlisted and will receive full funding, in rank order if additional funding becomes available for FY2022-2023. TA projects were reviewed by the NoCo Bicycle and Pedestrian Collaborative During their January 9, 2019 meeting. The Collaborative recommended fully fund the TA project. TAC discussed the Call recommendations at their January 16, 2019 meeting; their recommendations, and the scoring committees' recommendations, were presented to Planning Council on January 7, 2019. TAC recommended Planning Council approve the Call for Projects recommendation. Planning members requested analysis of last three Calls held in 2014, 2016, and 2018 for all three funding categories. Analysis shows, over last three Calls, the split between funds awarded to Larimer County and Weld County is relatively even for CMAQ, and slightly less so for STBG. An additional analysis of applicants and awardees demonstrated this is due in part to more Larimer County communities applying for STBG funds.

Kirkmeyer thanked Karasko for the analysis and recommended Planning Council set up a subcommittee, of TAC members and Council members, to review the scoring criteria and the Call process ahead of the 2020 Call. Kirkmeyer added the criteria and process to allow all communities a fair opportunity to access funds. Horak recommended including only Council members and focusing on the criteria, not the outcome. Horak clarified, this would not impact projects recommended for funds from the 2018 Call. He added the subcommittee would be a good opportunity to educate all board members on the current process and requested a presentation about the Call process from either NFRMPO staff or TAC members. Donnelley recommended providing an overview of the Call process prior to establishing a subcommittee. Mallette agreed to organize a presentation to the Planning Council in the coming months.

Horak **moved** to approve *RESOLUTION NO. 2019-15 ADOPTING THE FY2022-2023 CALL FOR PROJECTS.* The motion was **seconded** and **passed** unanimously.

#### Executive Director Policy

Suzette Mallette, Executive Director, noted the Executive Director Policy was presented as a discussion item last month. The Policy is intended to provide clear direction, from the Council to the Director, about what is expected of the Director and to enumerate operating parameters. Mallette noted Section 5.10, currently states: in absence of the Executive Director, the Transportation Planning Director will sign on behalf of the Executive Director. In the absence of both the Executive and Transportation Planning Director, the Finance Director will sign on behalf of the Executive Director. Mallette asked Council whether they wanted signing responsibilities all under one person, or whether they wanted to split the responsibilities based on some criteria such as dollar amount of purchase. Horak noted standard procedure is to set dollar limits for which various levels of management in the organization are allowed to sign, with a stipulation stating the Chair can always sign. Horak recommended Mallette suggest some levels in the Draft Policy with the understanding the levels may be updated as needed.

Mallette noted under Immediate Successions, regarding the provision of notification if the Executive Director becomes unavailable, Mayor Ross suggested the Successor come to the Council for

approval. Mallette asked whether the Council preferred different protocol depending on the duration of leave. Kirkmeyer recommended Planning Council appoint someone annually who could act as Executive Director during a Leave of Absence of any duration. Horak recommended notifying Council when appointee takes over for any period, regardless of pre-approval and requested Mallette add language to state: "provide continuous Director services." Chair Melendez noted Mallette would need to make the recommended changes and return the item for Action at the April 4, 2019 Planning Council Meeting.

### **Discussion Items:**

#### FY2018 Transportation Improvement Program Project Delay Review

Medora Bornhoft, Transportation Planner II, noted the project delay review is part of the TIP policy, developed by the NFRMPO, to ensure projects funded through Calls are using federal funds and are making progress. For the FY2018 review, there are two projects facing a second delay. According to the Delay Procedure, the first delay goes to TAC and they have the opportunity to provide a one-year extension. If a project has a second delay, it goes to TAC who recommends to Planning Council whether they should provide a second one-year extension or remove funds from the project and return them to the pool. Planning Council can decide to go with the TAC recommendation or not. The two projects with a second delay include the *City of Loveland's US 287 and US 84 VMS Signs Project* and a portions of *Weld County's CNG Vehicles and Expansion Project*. These projects were each provided a one-year extension in 2017 by TAC and TAC will be providing a recommendation to the Planning Council on whether to remove funds or to provide second one-year extension at their March 20, 2019 meeting. Bornhoft noted, for the Loveland project, an IGA is complete and there is policy review underway by CDOT Region 4 impacting implementation of project. For Weld County, only a portion of project which is delayed due to the suspension of the Buy America Vehicle Waivers. Bornhoft added a process is being worked out to potentially allow the Weld County project to proceed and staff is hopeful both projects can be implemented within the next year. Donnelley clarified Weld County and CDOT were working on an agreement to swap CMAQ and I-25 expansion funding to allow progress of *Weld County's CNG Vehicles and Expansion Project*. D. Clark asked when CDOT's policy review would be completed for the Loveland project. Klockeman responded the City of Loveland anticipates a Notice to Proceed by October 19, 2019. Bornhoft added this item will return to Planning Council on April 4, 2019 for Action.

### **Council Reports:**

#### Transportation Commission Report/I-25 Update

Gilliland reported CDOT was under new leadership with Executive Director Shoshana Lew and noted several recent staffing changes including Region 4 Director Johnny Olson, Communications Director Amy Ford, HTP Executive Director David Specter, Director of the Division of Transportation Development Deb Perkins-Smith, and Government Liaison Aaron Greco. Gilliland also noted Transportation Commission (TC) will find out more about SB267 funding at the end of the 2019 legislative session.

Heather Paddock, CDOT Central Program Engineer, provided an update regarding North I-25 expansion. CDOT submitted an INFRA grant for the I-25 corridor, leveraging the \$110M currently committed for construction. The grant would contribute to building out the full two plus one design for Segments 7 and 8. Specifically, if awarded, the funding would go toward the reconstruction of two bridges north of Big Thompson, LCR 20 and the one over the Great Western Railroad (GWR), construction of I-25 of the GWR north of the Poudre and the relocation of the Port of Entry.

Paddock noted, because North I-25 is an active construction project, the region is able to spend funding quickly, which is an important advantage when applying for funding. Though well positioned receive INFRA funding, since North I-25 is an active construction project and the region can spend funding quickly. The INFRA grant awards may not be announced until September or October, which could be too late for the project. Region 4 plans to present to the CDOT Executive Oversight

Committee (EOC) in two weeks and to the TC in April to request the \$100M to back INFRA. Region 4 plans to ask TC for the remaining balance of \$150M to achieve the \$250M, required for full build, in May.

Paddock reported construction at CO 402 is progressing; the 120-day closure at CO402 will happen near the end of May. Drivers will still be able to get off of I-25 travelling both north and southbound but will be unable to cross I-25 at CO 402. US34 construction will happen shortly thereafter. Paving around CO 392 will begin when temperatures rise. There is a plan to order steel girders, to widen the GWR bridge north of the Poudre at end of March. Paddock noted preserving the Right-of-Way with the center median is important to allow CDOT to leverage today's dollars toward future solutions.

Paddock added design for Segment 6 is progressing quickly. Construction for Little Thompson Bridge, southbound at CO 56, is expected to start in October 2019 with construction of the interchange starting in early Spring, moving into the widening from CO 56 to CO 402. CDOT anticipates holding a ribbon cutting for Segment 6 late Summer 2019. Donnelly asked if there was a plan to vacate the frontage road and Paddock responded, over time, CDOT hoped to replace the frontage road with Weld County Road 9.5. CDOT has started initial design and is working directly with business owners and developers at the southeast corner of CO 56 and I-25. Karspeck asked about the plans for the Great Western Underpass just north of CO 56. Paddock responded it will be fully replaced; Segment 6 is being constructed to the full EIS buildout.

Horak requested a short email with information about the North I-25 project update for Council members to bring to D.C. and to share with TC and the state legislature. Paddock stated she will share the white paper she drafted as part of the INFRA grant application. Horak urged fellow Council members to consider pledging additional funds to the North I-25 project, if needed, to help save \$250M of project costs by taking advantage of active construction. Horak added if pledged today, funds would not be needed right away. Paddock agreed, funds would not be necessary until 2022, 2023, or even 2024.

D. Clark reported, during the March 6, 2019 I-25 Coalition meeting, the I-25 Funding Committee provided a presentation explaining they were revisiting their purpose and mission. David May, Fort Collins Chamber President, will work on list of possible processes for identifying and securing funding to report back to Coalition and then the State.

#### Statewide Transportation Advisory Committee (STAC)

A written report was provided.

#### Host Council Member Report

Donnelly thanked Chair Melendez and welcomed everyone to the Larimer County Loveland Campus, which opened in September 2018. The facility replaced the existing Larimer County office in Loveland, fixing many issues regarding the provision of quality service to southern Larimer County residents and embraces the values and history of the County.

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

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

No suggestions were made

The meeting was adjourned at 7:28 p.m.

Meeting minutes submitted by: Sarah Martin, MPO Staff

## **FINANCE COMMITTEE REPORT**

- Finance Committee met on March 20, 2019
- Minutes of the February 20, 2019 meeting were accepted
- The committee reviewed a draft copy of the FY 2020-2021 UPWP budget.
  - The process for preparing the budget was reviewed
  - Consultant cost budgeted as joint costs were legal and audit costs
  - Most of the consultant costs for planning were associated with the household survey
  - Capital costs were made up of the purchase of a new server, an update to the accounting software and replacement of ten vans in the VanGo program.
- The draft budget will be brought back to the finance committee in April for recommendation to council.

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

March 20, 2019  
7:30 a.m.  
Egg & I  
1205 Main Street  
Windsor, CO

Members Present

Dave Clark  
Kevin Ross

Staff Present

Crystal Hedberg  
Merideth Kimsey

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

Approval of Minutes:

The minutes of the February 20, 2019 meeting were accepted.

FY 2020-2021 UPWP Budget

Hedberg noted the process of preparing the budget.

1. The Transportation Planning Director identifies all tasks to be completed during the year and the number of person weeks for each task.
2. The Finance Director calculates salaries for each person week based on current year rates.
3. Direct costs for the most part are calculated based on the most current year data available, in this case 2018. The Transportation Planning Director determines the task associated with the cost for all planning projects.
4. Indirect cost budget amounts are based on historical amounts. Indirect costs are allocated to each task based on percentage of payroll.
5. VanGo™ direct costs are prepared the same as indirect costs.
6. The Executive Director reviews the draft budget before going to the Finance Committee.

The Finance Committee reviewed the draft budget with Hedberg noting the budgeted non-capitalized office equipment was approximately one-third of the 2018 amount due to server problems in 2018.

Consultant costs were reviewed. Consultants included in joint costs were audit and legal costs. Most of the consultant costs for planning was associated with the household survey.

Capital expenditures were made up of the purchase of a new server, an update to the accounting software and replacement of ten vans in the VanGo™ program.

The budget will be brought back to the Finance Committee in April for their recommendation to Council.

The meeting was adjourned at 8:45 a.m.

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
March 20, 2019**

**APPROVAL OF THE FEBRUARY 20, 2019 TAC MINUTES**

McDaniel moved to approve the February 20, 2019 TAC minutes. The motion was seconded by Nelson and approved unanimously.

**ACTION ITEMS**

**March 2019 TIP Amendment** – Bornhoft explained the three requests included in the March 2019 TIP Amendment. Fuhrman moved to approve the Amendment. The motion was seconded by Wagner and approved unanimously.

**FY2018 TIP Project Delay Review** – Bornhoft reviewed the projects with a first and second delay. McDaniel moved to provide one-year extensions to the projects with a first delay and recommend Planning Council provide second one-year extensions for the projects with second delays. The motion was seconded by Nelson and approved unanimously.

**DISCUSSION ITEMS**

**Greeley STBG Project Adjustment Request** – Karasko stated Greeley submitted an application for Surface Transportation Block Grant (STBG) funds for the *59<sup>th</sup> Avenue and O Street Roundabout* project. As confirmed with FHWA, the proposed project is a reasonable and eligible use of STBG funds. The project does not impact air quality conformity. To answer TAC members' questions from the January meeting, Baxter provided additional details on the project selection rationale, environmental and historic considerations, schedule, and source of local overmatch. TAC discussed how the other partially funded STBG projects from the 2016 Call for Projects were not ranked, so there are no scores to compare the project against.

**FY2020-2023 Transportation Improvement program (TIP)** – Bornhoft reviewed the Draft FY2020-2023 TIP, which carries forward projects and policies from the FY2019-2022 TIP with several minor updates. Klockeman proposed adding a policy on swapping funds between projects in the same funding categories, based on project readiness. Staff will research policy options.

**2019 Congestion Management Process (CMP) Elements** – Martin presented key elements from the 2019 CMP, including the definition of congestion, direct and indirect measures of congestion, congestion management strategies, and the congested corridor profiles. TAC members provided feedback on the strategies.

**2045 Regional Transportation Plan (RTP) Draft Socio-Economic Profile and Performance Based Planning Sections** – Karasko identified the main components of the two RTP sections and requested comments by April 5.

**OUTSIDE PARTNERS REPORTS (verbal)**

**Regional Transit Agencies** – Guthrie stated an RFP was released for a contract to manage transit amenities such as shelters and included an arts and culture component. Klockeman stated COLT is examining waiving fares for school-aged children and reviewing potential transit routes in cooperation with the Thompson School District.

**Senior Transit Items** – Gordon stated the NFRMPO was awarded a second NADTC grant for the One Call/One Click Center. The RFP for the \$5304 grant to create the Senior Transportation Implementation Plan was released and three proposals were submitted.

**Regional Air Quality Council** – Brimmer stated the RAQC will hold its annual meeting in Loveland on April 5.



## Larimer County Mobility Committee (LCMC)—MINUTES

March 21, 2019

1:35 p.m. – 2:36 p.m.

### 1. Call Meeting to Order, Welcome and Introductions

*Attendees:* Katy Mason, Larimer County Office on Aging; Anna Russo, Transfort; Cari Brown, Arc of Larimer County; Vera Pruznik, resident; Greg Goettsch, Qualified Listeners; Connie Nelson-Cleverly, SAINT; Michalla Fowler, zTrip; Jason Brabson, Heart&SOUL Paratransit; Darby Remley, Division of Vocation Rehabilitation; Ruth Fletcher-Carter, Berthoud RAFT; Annabelle Phillips, Transfort; Brian Wells, RATP Dev; Paul Rennemeyer, Town of Windsor

*On Phone:* Angela Woodall, Foothills Gateway; Lisa Bitzer, Via Mobility Services

### 2. Review of Agenda

### 3. Public Comment (2 minutes each)

No public comment received.

### 4. Approval of January 17, 2019 Meeting Minutes

Cari moved to approve the meeting minutes. Connie seconded the motion, and it was approved unanimously.

## ACTION ITEMS

No items this month.

## DISCUSSION ITEMS

### 1) Introductions

**Gordon**

Alex presented about the Larimer County Senior Transportation project from the beginning to where it currently stands.

### 2) Larimer County Senior Transportation Implementation Project Status

**Gordon**

Alex stated the Request for Proposals (RFP) for the \$5304 grant closed on March 8, 2019 and three consultants proposed projects. A scoring team made up of staff from the Larimer County Office on Aging, Larimer County Community Planning Infrastructure & Resources, Foothills Gateway, Berthoud Rural Alternatives for Transportation (RAFT), and the NFRMPO will interview the potential consultants on Tuesday, March 26, 2019. Katy stated the RFPs mentioned the LCMC will play an important role in the delivery of the project.

Greg asked how veterans younger than 60 and without disabilities will be addressed. Alex stated it depends on the transportation providers. Katy and Angela clarified the project intends to serve all adults. The project should note how to help veterans regardless of disability status or age.



Cari asked for clarification on whether the Call Center project will also provide service. Alex said it will help create data about what service is not being provided. Katy mentioned the Call Center will not initially provide service but that filling in service gaps is important in the long run.

Anna requested the consultants provide information prior to each LCMC meeting to ensure the group has a chance to read through the material.

Vera stated the project should be accessible to users of all disabilities.

### **3) 2019 Work Plan and Meeting Dates**

**Gordon**

The group decided it wanted to look at the winning proposal is appropriate. Alex will send out the calendar. The LCMC decided the schedule depends on what the chosen consultant says is needed and their work plan. Alex will let the group know when the consultant is chosen.

### **LCMC MEMBER REPORTS**

Alex provided a draft of an updated NFRMPO Rider's Guide and asked for feedback by April 10, 2019.

Anna – Stuff the Bus is next week and provided informational posters to the group. Anna also provided travel training posters to the group. MAX's five-year anniversary is May 11 from 11 a.m. to 2 p.m. with events and booths at five MAX stations and a cake-cutting by some elected officials.

Cari – Arc of Larimer County received the grant from Comcast and the national Arc for technology to assist individuals with disabilities who work with an occupational therapist. More information is available at [arclc.org](http://arclc.org).

Jason – Veyo did not bid for the new RFP. The new broker is Intelliride who will start July 1. CASTA is researching full risk statewide brokers.

Darby – The Division of Vocational Rehab piloted a payroll software which will go live statewide. The system will open opportunities for internships for clients of DVR.

Paul – Windsor runs the Senior Ride program as part of its Parks and Recreation department. The Senior Ride Program provides transportation assistance to Windsor residents, age 55 and older, who are unable to drive or who do not have alternate transportation. Those younger than 55 who need ride assistance are evaluated on a case-by-case basis. Rides within Windsor cost \$4, while out-of-town transportation is \$6. Windsor will also be served by the Poudre Express when it begins in 2020.

Lisa – Via added a new part-time vehicle in Estes Park with funding from the Larimer County Office on Aging. The service has been a success, reducing the denial rate for the Estes Valley. Service is provided from 9 a.m. to 2 p.m. on Mondays, Wednesdays, and Fridays.

Brooke from LCDHE sent a report that they are starting the Built Environment Speaker series on March 29<sup>th</sup> from 11:00 to 1:00 p.m. at the Larimer County Courthouse. LCDHE will host an asset mapping station at the MAX event. LCDHE is working with FC Moves on a survey about biking in Larimer County.

### **5. Final Public Comment (2 minutes each)**

### **6. Next Month's Agenda Topic Suggestions**

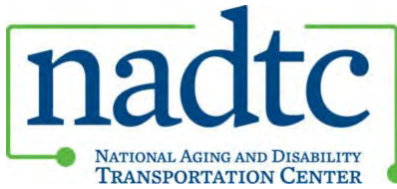
- \$5304 consultant presentation

### **7. Next LCMC Meeting: May 16, 2019**



### Larimer Receives NADTC grant for Phase II –

The Larimer County Senior Transportation Work Group has received funding from the National Aging and Disability Transportation Center (NADTC) for Phase II of the Project MILES (Mobility Inclusiveness; Locations Everywhere; Simple.) Project. Phase II will be led by the Partnership for Age-Friendly Communities in Larimer County (PAFC) and the Larimer County Office on Aging (LCOA) in partnership with the NFRMPO, ride providers, RouteMatch, and Via Mobility Services.



The focus of Phase II is to test a working call center for ride providers in southern Larimer County. Via Mobility Services, a non-profit transportation provider based in Boulder County and providing demand-response services in Estes Park, currently operates a large call center. Via has agreed to join the project and to provide staff support from the call center.

The grant was awarded in March 2019 and is expected to be complete by August 2019. The Senior Transportation Work Group will draft a report about successes and lessons learned, which will be incorporated into the Larimer County Senior Transportation Implementation Plan.

### Bustang fares to increase

Starting in May 2019, Bustang will implement a fare increase on all lines. Fares from downtown Fort Collins and Harmony Transfer Center will increase from \$10 to \$11, while fares from Loveland will increase from \$9 to \$10. Senior and disabled fares will not be impacted by this increase.

The fare increase is scheduled to become effective Sunday, May 19, 2019.

Comments are currently being accepted on the [ridebustang.com](http://ridebustang.com) website.

### Greeley Evans Transit website updated

Based on feedback from riders, [the GET website](http://theGETwebsite.com) was updated to be more user-friendly. Specifically, the GET team updated the website to be more accessible to e-readers and other devices allowing visually-impaired individuals better access to the website.



### CASTA Initiates Certified Transit Driver Program

The Colorado Association of Transit Agencies (CASTA) initiated a Certified Transit Driver Program (CTDP) to provide additional training, networking opportunities, and additional skills, and set transit drivers up for career advancement. The CASTA Board of Director appointed an advisory board with input from CASTA staff to oversee the program.

To be eligible, the driver must have driven at least 2,100 hours, have no preventable accidents in the past 1,300 driving hours, have a stellar attendance record, and completed an application form.

The program consists of qualified training electives, maintain no preventable accidents and an acceptable attendance record while in the program, and attend in-person training. These requirements can be met over time because there is currently no time limit.

For more information, visit the CASTA website: <https://coloradotransit.com/>



# MOBILITY COORDINATION

## PROGRAM UPDATES



**What is the Mobility Coordination Program?**— Mobility Coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. NFRMPO Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education. The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds. Funding has been secured for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

**Rider’s Guide Updates**—More than 110 users have logged onto the online service to find potential service matches since January 1, 2019, with 99.1 percent of users being new. To request printed Rider’s Guides, contact Alex Gordon at [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or (970) 416-2023. The online Rider’s Guide is available at [noco.findmyride.info](http://noco.findmyride.info).

### Upcoming Meeting Schedule

April 2019							May 2019							June 2019						
Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa
	1	2	3	4	5	6				1	2	3	4							1
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29
LCMC Meeting			STC Meeting				WCMC Meeting													
														30						

### Committee Members

Larimer County Mobility Committee	
Arc of Larimer County	Berthoud Area Transportation System
Rural Alternative for Transportation	City of Loveland Transit
CO Division of Voc. Rehab	Elderhaus
Foothills Gateway	Heart&SOUL Paratransit
LC Department of Health and Environment, Built Environment	LC Office on Aging
LC Workforce Center	SAINT
Transfort	

Weld County Mobility Committee	
Meets the fourth Thursday of every other month.	
Arc of Weld County	CO Division of Voc. Rehab
Connections for Independent Living/WAND	Envision Colorado
Greeley Evans Transit	North Range Behavioral Health
Senior Resource Services	Sunrise Community Health
United Way of Weld County	

For additional meeting details including agendas, notes & meeting location, visit [nfrmpo.org/mobility](http://nfrmpo.org/mobility).

## **NFRMPO Team Heading to the 2019 Walkability Action Institute in Decatur, Georgia**

An interdisciplinary team representing the NFRMPO region will receive travel assistance to attend the 2019 *Step It Up!: Action Institute to Increase Walking and Walkability*, also known as the Walkability Action Institute (WAI) in Decatur, GA, April 22-25. The purpose of the WAI is to prepare professionals from MPO regions (or other similar regional entities) around the country to pursue policy, systems, and environmental (PSE) supports for walking and walkability. The WAI convenes renowned faculty to provide teams with the most up-to-date academic and applied learning methods and reinforce and support implementation of significant national public health policy statements such as [Physical Activity Guidelines for Americans, 2<sup>nd</sup> edition](#) and [Step It Up! - Surgeon General's Call to Action to Promote Walking and Walkable Communities](#).

Applicant teams were asked to demonstrate a team make-up of public health, planning, and transportation staff, and elected officials. Since 2015, 51 teams from 31 states have participated, including a statewide team from Colorado. Their participation culminated in the creation of [Colorado Downtown Streets – A Tool for Communities, Planners, and Engineers](#). The NFRMPO team will work with the Northern Colorado (NoCo) Bicycle & Pedestrian Collaborative upon their return from the WAI to finalize and implement an Action Plan. The NFRMPO team consists of:

- Mayor Will Karspeck, Town of Berthoud
- Aaron Buckley, CSU Parking & Transportation Services
- Katie Guthrie, City of Loveland Public Works
- Leslie Beckstrom, Weld County Department of Health and Environment
- Matt Ruder, City of Loveland Public Works
- Ryan Dusil, NFRMPO

The 10 participating teams will each receive \$6,884 to cover travel and lodging expenses for the WAI through the National Association of Chronic Disease Directors (NACDD), in collaboration with the Centers for Disease Control and Prevention's (CDC) National Center for Chronic Disease Prevention and Health Promotion's (NCCDPHP) Division of Nutrition, Physical Activity and Obesity (DNPAO). The teams participating in the 2019 WAI are:

- Broward County, Florida (Broward MPO)
- Clackamas County, Oregon (Clackamas County Public Health Department)
- Daytona, Florida (River to Sea Transportation Planning Organization)
- Franklin and Grand Isle Counties, Vermont (Northwest Regional Planning Commission)
- Lane County, Oregon (Central Lane MPO/Lane Council of Governments)
- Larimer and Weld Counties, Colorado (North Front Range MPO)
- Marshall County, Indiana (Michiana Area Council of Governments)
- Maui, Hawaii (Maui MPO)
- Montgomery County, Pennsylvania (Delaware Valley Regional Planning Commission)
- Spokane, Washington (Spokane Regional Transportation Council)

For more information about NACDD, visit [chronicdisease.org](http://chronicdisease.org).

To learn more about NACDD's WAI project and efforts, visit [chronicdisease.org/page/WAI](http://chronicdisease.org/page/WAI).

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																				
April 4, 2019 Greeley	March 2019 TIP Amendment	Medora Bornhoft																				
<b>Objective/Request Action</b>																						
To approve the March 2019 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																				
<b>Key Points</b>																						
NFRMPO staff received three Amendment requests for the March 2019 TIP Amendment cycle.																						
CDOT R4 is requesting to revise one project:																						
<ul style="list-style-type: none"> <li>Revising the <i>North I-25: WCR38 to SH402</i> project by adding \$20M federal BUILD grant funds in FY19, rolling \$2M STP-Metro funds from the <i>I-25/Crossroads</i> project, and reducing SB267 state funds by \$88.8M in FY19. The STP-Metro funds were awarded to the <i>I-25/Crossroads</i> project in the FY2016-2019 Call for Projects held in 2014. There are two remaining STP-Metro projects that are not yet completed and have not been fully funded from the 2014 Call, including Greeley's <i>10<sup>th</sup> St Access Control Implementation</i> project with \$1,089K unfunded and <i>Fort Collins' US287 Intersection Improvements</i> project with \$1,168K unfunded.</li> </ul>																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$0</td> <td>\$22,000</td> <td>\$0</td> <td><b>\$22,000</b></td> </tr> <tr> <td>State</td> <td>\$204,000</td> <td>\$0</td> <td>\$88,800</td> <td><b>\$115,200</b></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$204,000</b></td> <td><b>\$22,000</b></td> <td><b>\$88,800</b></td> <td><b>\$137,200</b></td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$0	\$22,000	\$0	<b>\$22,000</b>	State	\$204,000	\$0	\$88,800	<b>\$115,200</b>	<b>Total</b>	<b>\$204,000</b>	<b>\$22,000</b>	<b>\$88,800</b>	<b>\$137,200</b>
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The Town of Timnath is requesting to add one project:																						
<ul style="list-style-type: none"> <li>Adding the <i>Harmony Widening: Three Bell Pkwy to Latham Pkwy</i> project with \$7,200K local funds in FY19.</li> </ul>																						
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Funding Source	Currently Programmed	Requested Additions	Request Total																			
Local	\$0	\$6,400	\$6,400																			
<b>Total</b>	<b>\$0</b>	<b>\$6,400</b>	<b>\$6,400</b>																			
<b>Committee Discussion</b>																						
This is the first and only time Planning Council will see the March 2019 TIP Amendment.																						

## Supporting Information

The 30-day Public Comment period for the March 2019 TIP Amendment began on March 13, 2019 and concludes on April 11, 2019. No comments have been received as of March 25, 2019.

An environmental justice analysis is provided for the two projects being added to the TIP.

### Funding Types and Uses

STP-Metro was a federal funding program available prior to the FAST Act. STP-Metro provided flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads. The FAST Act replaced the STP Metro program with the Surface Transportation Block Grant program (STBG).

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides federal grant funds to build and repair critical pieces of the freight and passenger transportation networks. The BUILD program replaces the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants.

SB267, enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

SB1, enacted during the 2018 legislative session, provides additional funding to the state highway fund, increases the Highway Users Tax Fund (HUTF) allocation to counties and municipalities, and creates a new multimodal fund for transit projects, operating expenses, or studies.

## Advantages

Approval of the March 2019 TIP Amendment will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

## Disadvantages

None noted.

## Analysis/Recommendation

TAC recommended Planning Council approve the March 2019 TIP Amendment to the FY2019-2022 TIP at their March 20, 2019 meeting.

## Attachments

- March 2019 Policy Amendment Form
- Environmental Justice Analysis and Map
- **Resolution No. 2019-06**

Rev. 11/28/2018



**FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**North Front Range Transportation & Air Quality Planning Council**

**Policy Amendment #2019-A3**

Prepared by: Medora Kealy

DATE: 3/13/2019

Submitted to: TAC and Planning Council for Approval

*Dollars Listed in Thousands*

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
<b>Strategic</b>													
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	165,000	-	-	-	165,000
					Total		-	-	204,000	-	-	-	204,000
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	2,000	-	-	-	-	2,000
					State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	76,200	-	-	-	76,200
					Total		-	2,000	135,200	-	-	-	137,200
Project Description:		One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.											
Reason:		Funding adjustment: reducing \$88,800,000 in FY19 SB267 state funding, rolling \$2,000,000 federal STP-Metro from STIP ID: SSP4428.004 (I-25 / Crossroads) from FY18-21 TIP, and adding \$20,000,000 Federal BUILD grant in FY19.											
<b>Local</b>													
NEW ENTRY	2019-021	Harmony Widening: Three Bell Pkwy to Latham Pkwy	Timnath	Widening	Local	Local	-	-	7,200	-	-	-	7,200
					Total		-	-	7,200	-	-	-	7,200
Project Description:		Widening Harmony Road from two lanes to four lanes with bike lanes and intersection improvements at Club Drive & Latham Parkway.											
Reason:		New project											
NEW ENTRY	2019-022	Harmony Widening: Latham Pkwy to WCR 15	Windsor	Widening	Local	Local	-	-	6,400	-	-	-	6,400
					Total		-	-	6,400	-	-	-	6,400
Project Description:		Widening Harmony Road (WCR 74) from two lanes to four lanes with bike lanes and intersection improvements at Latham Pkwy, Duncroft Dr & WCR 15.											
Reason:		New project											



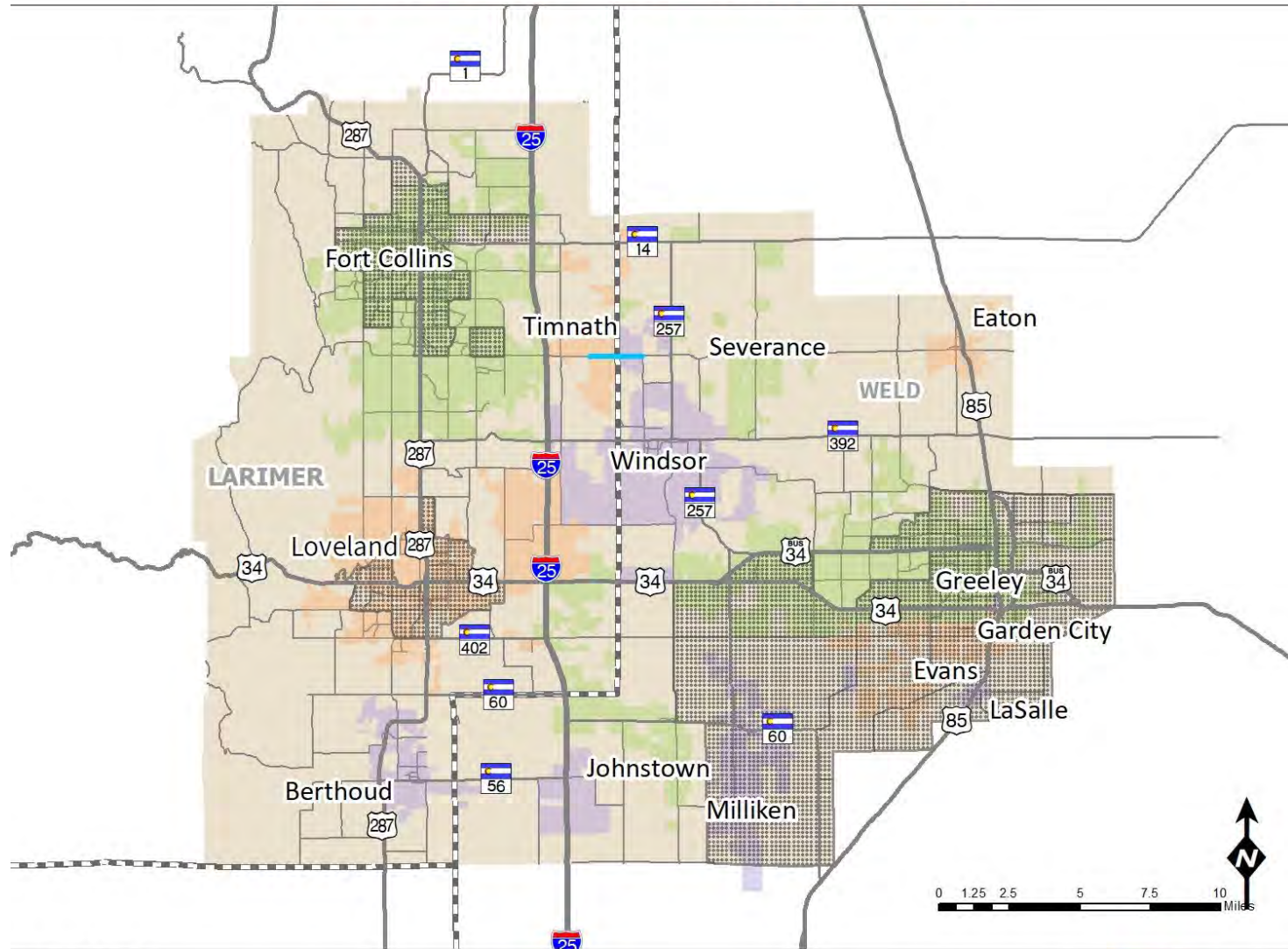
**NFRMPO March 2019 TIP Amendment - Environmental Justice Analysis**

*Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program*

	Harmony Widening: Three Bell Pkwy to Latham Pkwy, Widening, Timnath, Local	Harmony Widening: Latham Pkwy to WCR 15, Widening, Windsor, Local
Project already in the TIP - Yes or No	<b>No</b>	<b>No</b>
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No	No
Bodily impairment, infirmity, illness, or death	No	No
Air, noise and water pollution and soil contamination	<b>Yes</b>	<b>Yes</b>
Destruction or disruption of man-made or natural resources	<b>Yes</b>	<b>Yes</b>
Destruction or diminution of aesthetic values	No	No
Destruction or disruption of community cohesion or a community's economic vitality	No	No
Destruction or disruption of the availability of public and private facilities and services	No	No
Vibration	<b>Yes</b>	<b>Yes</b>
Adverse employment effects	No	No
Displacement of persons, business, farms or non profit organizations	No	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No	No

Note: The remaining project in the March 2019 TIP Amendment is not impacting a new location.

# March 2019 TIP Amendment, FY19-22 TIP



## Legend

-  Environmental Justice Areas
-  Roadway Widening
-  County Boundary
-  NFRMPO Boundary



March, 2019  
Sources: CDOT, NFRMPO



**RESOLUTION NO. 2019-06**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE MARCH 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, 23 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 FY2019-2022 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 FY2019-2022 TIP were positive, and all of the projects are consistent with the conforming amended 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity findings on the FY2019-2022 TIP; and

**WHEREAS**, the FY2019-2022 TIP remains fiscally constrained;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2019-2022 TIP by adding or revising the following projects and funding:

- Federal BUILD, Federal STP-Metro, and State SB267 Funds
  - Revising CDOT’s *North I-25: Design Build* project by adding \$20M federal BUILD grant funds in FY19, rolling \$2M federal STP-Metro funds from the I-25/Crossroads projects, and reducing \$88M in state SB267 FY19 funds.
- Local
  - Adding Timanth’s *Harmony Widening: Three Bell Pkwy to Latham Pkwy* project funded with \$7,200K local funds in FY19.
  - Adding Windsor’s *Harmony Widening: Latham Pkwy to WCR 15* project with \$6,400K local funds in FY19.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of April 2019.

\_\_\_\_\_  
Kristie Melendez, Chair

ATTEST:

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

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
April 4, 2019 Greeley	FY2018 Transportation Improvement Program (TIP) Project Delay Review	Medora Bornhoft
<b>Objective/Request Action</b>		
To approve a second one-year extension for TIP projects with a second delay.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Two projects awarded through NFRMPO Calls for Projects and initially programmed in FY18 or earlier are delayed for the second time:             <ul style="list-style-type: none"> <li>○ Loveland’s <i>US 287 &amp; US 34 VMS Signs</i> project with \$497K in federal funding.</li> <li>○ A portion of Weld County’s <i>CNG Vehicles &amp; Expansion</i> project with \$2,230K in federal funding originally programmed in FY16 and FY17.</li> </ul> </li> <li>• Both projects were granted a first one-year extension by the Technical Advisory Committee (TAC) on August 16, 2017.</li> <li>• The first time a project is delayed, the TIP Project Delay Procedure allows TAC to recommend a one-year extension if CDOT can guarantee the funds in the next fiscal year.</li> <li>• If a project requires a second extension, TAC may either:             <ul style="list-style-type: none"> <li>(1) recommend Planning Council issue a second extension, or</li> <li>(2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project partially funded in the 2014 Call for Projects.</li> </ul> </li> <li>• According to the TIP, second extensions are intended for projects with extenuating circumstances that exist outside the project sponsor’s control preventing the project from moving forward.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>• TAC discussed the FY2018 TIP Project Delay Review at their September 19, 2018 meeting and their February 20, 2019 meeting. Action was postponed following the September 19, 2018 meeting 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.</li> <li>• At the February 20, 2019 meeting, TAC discussed the six projects with first delays and three projects with second delays. Following the meeting, it was recognized that Greeley’s <i>10<sup>th</sup> Street Phase II Construction</i> project, which was identified as having a second delay, had gone to ad on February 15, 2019 and is no longer delayed.</li> <li>• At the March 20, 2019 TAC recommended Planning Council grant a second one-year extension for both projects with a second delay.</li> </ul>		
<b>Supporting Information</b>		
<p>The TIP Project Delay Procedure is identified in the FY19-22 Transportation Improvement Program (TIP). “Delay” is defined as:</p> <ul style="list-style-type: none"> <li>• when a construction-related project is not advertised during the fiscal year assigned in the TIP; or</li> <li>• when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP.</li> </ul>		

### Advantages

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.

### Disadvantages

None noted.

### Analysis/Recommendation

At their March 20, 2019 meeting, TAC recommended Planning Council provide a second one-year extension to the two projects with a second delay.

### Attachments

- FY2018 Delay Review - TIP Projects with a Second Delay
- **Resolution No. 2019-07**

**Table 1. FY2018 Delay Review - TIP Projects with a Second Delay**

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE or NOTICE TO PROCEED	PROJECT STATUS COMMENTS	Federal Funds Programmed in FY16-19 (in thousands)	2017 Review Outcome	2018 Delay Status
10th Street Phase II Construction*	Greeley	STP Metro	FY15	2/15/2019	Bids are due March 13 <sup>th</sup> .	\$378	1 <sup>st</sup> Extension	2 <sup>nd</sup> Delay
US 287 & US 34 VMS Signs	Loveland	CMAQ	FY15	Anticipated October 2019	<b>IGA Complete. CDOT Region 4 Traffic policy review underway.</b>	<b>\$497</b>	<b>1<sup>st</sup> Extension</b>	<b>2<sup>nd</sup> Delay</b>
Weld County CNG Vehicles & Expansion	Weld County	CMAQ	FY16-FY17	8/2/2017	<u>CNG Station</u> - CNG station upgrades are near completion.	\$961	<i>Not Delayed</i>	
				8/11/2016	<u>2016 Vehicle Purchase</u> - Contract approved in 2016 and five vehicles purchased.	\$189	<i>Not Delayed</i>	
				2/6/2019	<u>2019 Vehicle Purchase</u> - BA Waiver for one vehicle approved in April 2018. Includes \$98K for three heavy-duty (Class 8) vehicle conversions which may not be procurable.	\$134	1 <sup>st</sup> Extension	<i>Not Delayed</i>
				-	<b>FY16-17 Remaining Vehicles - On hold due to BA Waiver suspension.</b>	<b>\$2,230</b>	<b>1<sup>st</sup> Extension</b>	<b>2<sup>nd</sup> Delay</b>
			FY18	-	<u>FY18 Vehicles</u> - On hold due to BA Waiver suspension.	\$888	-	1 <sup>st</sup> Delay
			FY19	-	<u>FY19 Vehicles</u> - On hold due to BA Waiver suspension.	\$901	-	-

\* Greeley's 10<sup>th</sup> Street Phase II Construction project is no longer delayed. The ad date was provided after the February 20, 2019 TAC meeting.

**RESOLUTION NO. 2019-07  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING SECOND ONE-YEAR EXTENSIONS FOR THE FY2018 TIP PROJECT DELAY REVIEW**

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

**WHEREAS**, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

**WHEREAS**, the FY2019-2022 TIP identifies a procedure for delayed projects to promote 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; and

**WHEREAS**, the FY2018 TIP Project Delay Review found two projects have a second delay, including:

- Loveland’s *US 287 & US 34 VMS Signs* project- \$497K CMAQ
- A portion of Weld County’s *CNG Vehicles & Expansion* project - \$2,230K CMAQ; and

**WHEREAS**, the delays for the two projects are outside the control of the project sponsors.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves second one-year extensions for the two projects.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of April 2019.

\_\_\_\_\_  
Kristie Melendez, Chair

ATTEST:

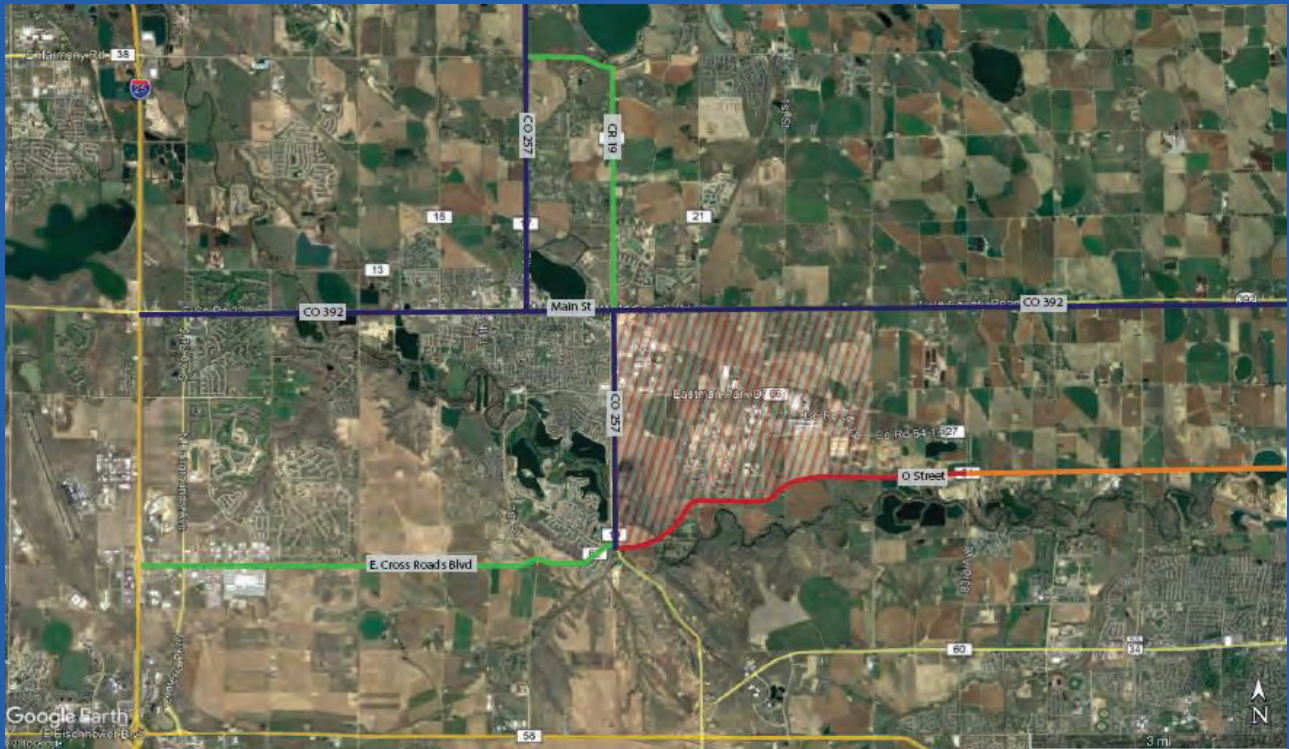
\_\_\_\_\_  
Suzette Mallette, Executive Director



# CO 257 and CO 392 Network Feasibility Study

## NFR Council Meeting

### April 4, 2019



## Agenda



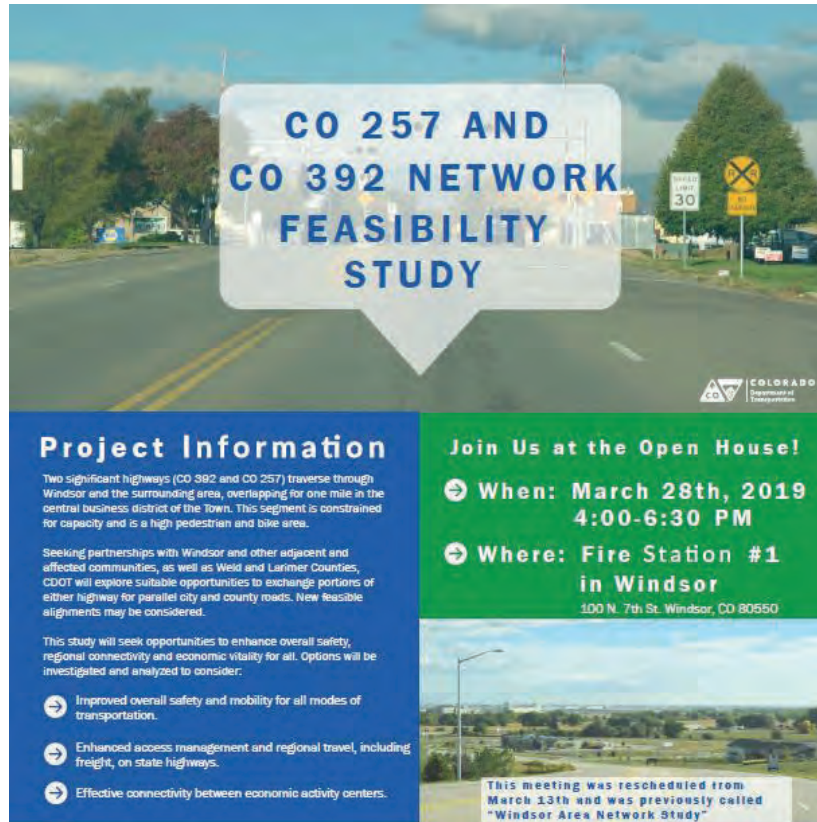
- Name Change
- Stakeholder Engagement
- Status
- Next Steps



Windsor Area Network Study is now...

## CO 257 & CO 392 Network Feasibility Study

- Staff Meetings
  - Windsor
  - Severance
  - Timnath
  - Loveland
  - Greeley
  - Weld County
  - Larimer County
  - NFRMPO TAC
  - Project TAC
- Elected Officials
  - Windsor Town Board
  - Severance Town Board
  - Loveland TAB
  - Weld County BOCC
- Public



**CO 257 AND  
CO 392 NETWORK  
FEASIBILITY  
STUDY**

**Project Information**

Two significant highways (CO 392 and CO 257) traverse through Windsor and the surrounding area, overlapping for one mile in the central business district of the Town. This segment is constrained for capacity and is a high pedestrian and bike area.

Seeking partnerships with Windsor and other adjacent and affected communities, as well as Weld and Larimer Counties, CDOT will explore suitable opportunities to exchange portions of either highway for parallel city and county roads. New feasible alignments may be considered.

This study will seek opportunities to enhance overall safety, regional connectivity and economic vitality for all. Options will be investigated and analyzed to consider:

- Improved overall safety and mobility for all modes of transportation.
- Enhanced access, management and regional travel, including freight, on state highways.
- Effective connectivity between economic activity centers.

**Join Us at the Open House!**

→ **When: March 28th, 2019**  
**4:00-6:30 PM**

→ **Where: Fire Station #1**  
**in Windsor**  
100 N. 7th St. Windsor, CO 80650

This meeting was rescheduled from March 13th and was previously called "Windsor Area Network Study"

- Data Collection
  - Existing & Current Studies
  - Land Use
  - Existing Access
  - Crash Data
  - Input from Stakeholders
- Draft Network Evaluation
  - Pros, Cons, Opportunities, Other Considerations

- Modeling (Applying 2 Different Models)
  - NFRMPO Travel Demand Model (Traffic)
    - Traffic volumes and patterns
    - Quality of traffic flow
    - Travel times
    - Existing and Future 2040 No Build
    - Evaluating potential future alternatives (with public input)
  - Interactive Highway Safety Design Model – (Crash Prediction Model)
    - Used to compare relative safety performance of alternatives
    - Existing and Future 2040 No Build
    - Evaluating predictive safety of potential future alternatives

- Remaining Tasks
  - Meetings
  - Identify and Evaluate Alternatives
  - Develop Recommendations
  - Cost Estimates
  - Draft MOU
  - Implementation Plan
  - Report

- Schedule
  - May 2019
    - NFR Commission Meeting
    - Public Meeting #2
  - June 2019
    - Draft Report
  - July 2019
    - Seeking Action to Approve

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
April 4, 2019 Greeley	Greeley STBG Project Adjustment Request	Becky Karasko
<b>Objective/Request Action</b>		
Discuss the project scope change request submitted by the City of Greeley for the STBG project funds awarded for a capacity project on O Street between 11th Avenue and Weld County Road (WCR) 37 to a roundabout at 59 <sup>th</sup> Avenue and O Street.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Greeley submitted the O Street project in the 2016 Call for Projects and \$1,431,535 in federal funds were awarded to the project.</li> <li>• In 2017, the US85 PEL study recommended the closure of O Street east of US85. Due to the loss of access east of US85, the original project scope is no longer necessary and would not be a good use of funds.</li> <li>• Of the six STBG applications submitted to the 2016 Call, three received full funding and three received partial funding. Excluding the O Street project, which received partial funding, the other two partially funded projects have \$667,140 in unfunded requests, including \$491,633 unfunded for Fort Collins' <i>Timberline Road Corridor Improvements</i> project and \$175,507 unfunded for Loveland's <i>US 34 Widening – Boise Avenue to I-25</i> project.</li> <li>• On February 20, 2019, Greeley submitted an application for the <i>59<sup>th</sup> Avenue and O Street Roundabout</i> project to NFRMPO staff.</li> </ul>		
<b>Committee Discussion</b>		
The Technical Advisory Committee (TAC) discussed the Greeley STBG Project request at their January 16, 2019 meeting and again at their March 20, 2019 meeting. This is the first time Planning Council will discuss this item.		
<b>Supporting Information</b>		
As outlined in the US85 PEL Study, adopted in 2017 and provides a long-range vision for US85, O Street access to the east of US85 is to be eliminated and access moved to CR66 and US85. In addition to this, since 2016 when the original project scope was submitted and awarded, Weld County and Colorado Department of Transportation (CDOT) have worked together with the Union Pacific Railroad to escalate this closure. Although an official closure date is yet to be finalized, in 2018 the City of Greeley began to look at alternatives to the vision of O Street and how it could better serve as an alternative for east/west movement. The City of Greeley is requesting approval to change the scope of the project as originally awarded from a capacity project to the construction of a roundabout at the intersection of O Street and 59 <sup>th</sup> Avenue.		
<b>Advantages</b>		
The new project scope would be located on a more viable section of O Street 3.2 miles west of the original project location and will improve traffic flow on two regionally significant corridors rather than one.		
<b>Disadvantages</b>		
None noted.		
<b>Analysis/Recommendation</b>		
Staff and TAC request Planning Council members review the attached application, evaluate the new project scope for reasonableness and eligibility, and discuss the scope change request.		

## Attachments

- 59<sup>th</sup> Avenue and O Street Roundabout Project Scope Change STBG Application
- 2016 Call for Projects STBG Project Eligibility Requirements
- Greeley STBG Request Presentation

Rev. 11/28/2018



OFFICE OF BOARD OF COMMISSIONERS  
PHONE: 970-336-7204  
FAX: 970-336-7233  
1150 O STREET  
P.O. BOX 758  
GREELEY, COLORADO 80632

February 19, 2019

Suzette Mallette  
MPO Executive Director  
North Front Range Metropolitan Planning Organization  
419 Canyon Ave. Suite 300  
Fort Collins, CO 80521

RE: Support of STBG Project Adjustment Request

Dear Suzette Mallette:

The Weld County Commissioners are pleased to continue collaboration with the City of Greeley on the O Street/Crossroads Boulevard corridor vision. The county is supportive of the City's project adjustment request to transfer funds from the O Street road widening project to a roundabout at 59th Ave and O Street.

The O Street corridor is vital for transportation in Weld County as well as in the NFRMPO region. We believe the proposed project has an equivalent if not improved regional benefit. This project will assist Weld County residents by improving the quality and safety of a highly used intersection on O Street.

This partnership is consistent with our goal of promoting roadway quality, functionality and safety for the traveling public. The county has committed to financially support this project and in addition to the \$35,000 match provided for this project in 2016, the county will contribute their proportional share of 25% of the total project cost.

Thank you for your consideration, and if you have any questions, please feel free to contact us.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

  
Barbara Kirkmeyer, Chair

c: Weld Public Works – Elizabeth Relford/Dawn Anderson  
Weld Finance – Don Warden





City Manager's Office  
City Hall  
1000 10th Street  
Greeley, Colorado 80631  
Phone: 970-350-9770  
Fax: 970-350-9828

January 31, 2019

Suzette Mallette  
MPO Executive Director  
North Front Range Metropolitan Planning Organization  
419 Canyon Ave. Suite 300  
Fort Collins, CO 80521

RE: Support of request to shift STBG project funding

Dear Ms. Mallette,

I am writing to express my support of the request to shift Surface Transportation Block Grant (STBG) funding from the O St Widening-11<sup>th</sup> Ave to WC 37 project to the 59<sup>th</sup> (CR 31) Avenue and O Street Roundabout project. Improvements to this intersection are of high importance to both the City of Greeley and Weld County. We believe it is important to consider CDOT's recommendation to close O St at US 85; because O St will be closed at the US 85 junction, widening an adjacent segment of roadway no longer presents itself as a wise investment. Therefore we request that grant funding be used in an area of equal need for improvements, which will serve more regional traffic, and provide greater delay and emission reduction.

Improvements to this intersection are identified in the City of Greeley's 2035 Comprehensive Transportation Plan based on forecasted traffic volumes and existing infrastructure needs. Furthermore, the proposed roundabout is consistent with a number of MPO regional transportation goals including increasing mobility, safety, and system reliability. 65<sup>th</sup> Avenue is Regionally Significant Corridor as defined in the 2040 Regional Transportation Plan that will continue to grow as a north south connection and O St is an RSC that is important for both local and regional travel.

Matching grant funds and overmatch funds will come from the City's 2019-2023 CIP project list.

I offer my full support for the City of Greeley's request to shift project funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Roy Otto".

Roy Otto



# STBGP Project Application Narrative



Applicant Information				
Project Sponsor Agency:: City of Greeley	Agency Contact: Allison Baxter	Telephone: 970-350-9326	Email Address: <a href="mailto:Allison.baxter@greeleygov.com">Allison.baxter@greeleygov.com</a>	
Project Name (160 character limit): 59 <sup>th</sup> Ave and O St Roundabout		City: Greeley	State: CO	Zip Code: 80524
Additional Financial Sponsors (if applicable): <b>Weld County</b>				
<p>Please provide a short narrative describing the project so the scoring committee can determine if the Performance Measure selected is appropriate. The 59th/65th Avenue and O St roundabout project will improve traffic flow at a key regional traffic junction. 59th Avenue and O Street provides significant regional north/south and east/west connectivity. 59th Ave extends for 16 miles from SH 14 south to 37th St, and O St extends east from US 85 to 83rd Ave, with the goal of eventually making a connection to Crossroads Boulevard and I-25. This connectivity explains why this is the highest volume intersection along O St.</p> <p>The existing facility is a four-way stop-sign controlled intersection serving approximately 12,000 vehicles per day that operates at a level of service D during PM peak hour. The roundabout will provide approximately 41 hours of delay reduction per day, 15,000 hours per year, and improve the quality of life for residents through improved travel times. This intersection is currently a choke point along O St, but with intersection improvements, travel times along the existing corridor will be noticeably improved.</p> <p>The conceptual design is a two lane roundabout with pedestrian/bike refuges. While O St remains two lanes, the roundabout would be striped down to a single lane until road widening occurred.</p>				

# STBGP Project Application



## Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

## Project Description

Project Name (160 character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe.	
Project Description:	

## Project Planning

What 2040 Regionally Significant Corridor is the project on?

How does the project fit with the 2040 NFRMPO Regional Transportation Plan Corridor Vision?

## 2040 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Performance Measure(s)	Project Impact

How does the project support the MPO Goal? (Please attach all relevant data)

## Scoring Criteria

### Safety

Total Number of Accidents (separated by severity):

Time Period of Accident Data (at least three years):

Source of Data:

ADT on facility (if intersection, please provide ADT on all legs):

Please describe the type of accidents that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Also please add any additional safety information that is relevant to the project and not reflected in the data:

### Mobility

Please describe how the project improves mobility.

### System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

### Partnerships

How many financial partners does the project have?

<b>Funding</b>			
	<b>Source</b>	<b>Amount</b>	<b>Date Available</b>
<b>Federal Request</b>	ST6;		2020
	ST6;		2021
<b>Local Match</b>			
<b>Local Over Match</b>			
<b>Other Funding</b>			
<b>State Funding</b>	CDOT		
<b>Total Project Cost</b>			
<b>Total Local Funding</b>			
<b>Total STBG Funding Request</b>			
<b>Environmental Considerations</b>			
What type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment,			
<b>Anticipated Project Milestone Dates</b>			
			Month-Year. (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)			
FIR (Field Inspection Review) (Minimum of 3-12 months)			
FOR (Final Office Review) (Minimum of 3 months)			
Utility Clearance (Minimum of 1 month)			
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)			
Environmental Clearance (Minimum of 6-8 months)			
Advertisement Date (Minimum of 3 months)			

**WELD COUNTY PUBLIC WORKS DEPARTMENT  
BUDGET STATUS UPDATE**



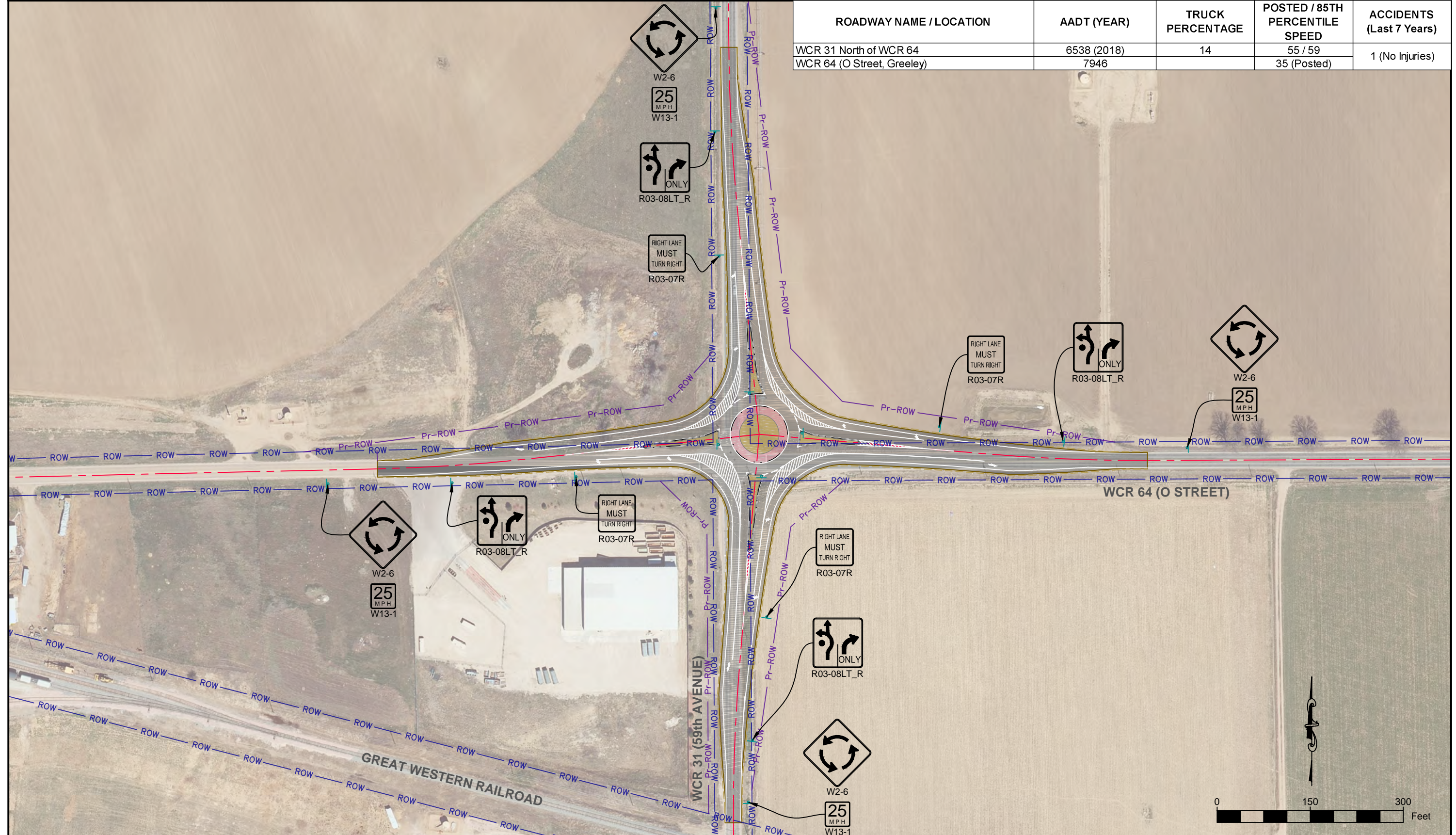
<b>Project Name</b>	CR 31 (59th Ave.)(Joint Project with Gree
<b>Project Limits</b>	WCR 64 AND WCR 31
DATE	29-Oct-18
TOTAL BUDGET AMOUNT	<b>\$2,760,000</b>
CONSTRUCTION SUBTOTAL	\$950,000
ENGINEERING SUBTOTAL	\$150,000
ESTIMATED BALANCE REMAINING	<b>\$1,660,000</b>
LENGTH (MILES)	0.82
<b>Contracted Design/Build</b>	
	DESIGN 2020
	R.O.W. 2021
	CONST. 2022

<b>CONSTRUCTION COSTS</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL</b>
Mobilization	LS	\$250,000.00	1	\$250,000
Clearing, Grubbing and Removals	ACRE	\$5,600.00	11.0	\$61,612
Unclassified Excavation	CY	\$10.57	18,047	\$190,756
Asphalt HMA PG64-22 (7")	TON	\$90.00	1,523	\$137,044
Asphalt HMA PG64-28 (2")	TON	\$105.00	435	\$45,681
ABC Class 6 Base Course (6" depth)	TON	\$27.03	9,281	\$250,874
Drainage and Erosion Control	LS	\$250,000.00	1	\$250,000
Traffic Control and Signage	LS	\$200,000.00	1	\$200,000
Concrete 11"	SY	\$77.00	11,602	\$893,325
Tensar - Triax 160	SY	\$13.50	15,469	\$208,829
Fencing	LF	\$25.50	8,872	\$226,236
Irrigation	LS	\$950,000.00	1	\$950,000
Other Minor Items and Contingencies	LS	\$2,714,357.75	18%	\$488,584
			<i>Subtotal</i>	<i>\$4,152,942</i>
<b>ENGINEERING, ROW AND UTILITY COSTS</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL</b>
Design/Survey	LS	\$200,000	1	\$200,000
Utilities	LS	\$660,000	1	\$1,060,000
ROW/Easements Acquisition (140')	ACRE	\$50,000 + Damages	8.0	\$1,200,000
Weld County Labor and Equipment	LS	\$150,000	1	\$150,000
Weld County Construction Inspection	LS	\$150,000	1	\$150,000
			<i>Subtotal</i>	<i>\$2,760,000</i>

**TOTAL FOR ROUNDABOUT      \$6,912,942**




ROADWAY NAME / LOCATION	AADT (YEAR)	TRUCK PERCENTAGE	POSTED / 85TH PERCENTILE SPEED	ACCIDENTS (Last 7 Years)
WCR 31 North of WCR 64	6538 (2018)	14	55 / 59	1 (No Injuries)
WCR 64 (O Street, Greeley)	7946		35 (Posted)	



Computer File Information	
Creation Date:	10/30/2018 Initials: PW
Last Modified Date:	10/30/2018 Initials: PW
Full Path:	M:\CIP\2018\DRAWINGS\PLAN SHEETS
Drawing File Name:	WCR 64 AND WCR 31 INTERSECTION.DWG
AutoCAD Version:	2016 Scale: AS NOTED Units: English

Index of Revisions		
Date:	Comments:	Initials:
-	-	-
-	-	-
-	-	-
-	-	-

**WELD COUNTY**



PUBLIC WORKS DEPARTMENT  
1111 H. STREET  
P.O. BOX 758  
GREELEY, CO. 80632-0758  
PHONE: (970) 356-4000  
FAX: (970) 304-6497

As Constructed
No Revisions:
Revised:
Void:

<b>WCR 64 - WCR 31 INTERSECTION INTERSECTION PLAN</b>	
Designer:	PW
Detailer:	PW
Sheet Subset:	Sheet Subset:

Project No./Code	
	CIP 2018
Sheet Number	36 of 83



# Roundabouts

This calculator will estimate the emission reductions resulting from building a roundabout at an intersection

## Navigator

[Intersection Improvements](#)

[Traffic Signal Synchronization](#)

[Roundabouts](#)

### INPUT

#### EXISTING CONDITIONS

Evaluation Year	2018
Area Type	Rural
Business District	No
Total peak hours per day(AM+PM)	4 hours
Existing intersection is	Un-signalized
Please input approaches in CLOCKWISE direction for existing intersection. If the intersection only has three approaches, put '0' for 'Average Annual Daily Traffic (AADT)' for Approach 4	
	<b>Approach 1</b> <b>Approach 2</b> <b>Approach 3</b> <b>Approach 4</b>
Average Annual Daily Traffic volume (AADT)	4,040   3,945   2,550   1,865
Peak-hour Volume	400   400   300   180
Truck Percentage	18%   18%   18%   18%
Existing Delay per Vehicle	35   35   35   35
Number of Lanes	1   1   1   1
Existing Intersection % Left Turns	10%   11%   28%   19%
Existing Intersection % Right Turns	3%   6%   16%   10%

Use the table below to estimate delay (HCM 2010, Exhibits 18-4, 19-1)

LOS	Delay (s/veh)	
	Unsignalized Intersection	Signalized Intersection
A	0 - 10	0 - 10
B	>10 - 15	>10 - 20
C	>15 - 25	>20 - 35
D	>25 - 35	>35 - 55
E	>35 - 50	>55-80
F*	>50	>80

\*LOS F typically indicates that traffic demand has exceeded capacity

#### PROPOSED CONDITIONS

Number of Circulating Roundabout Lanes

Last Updated: 1/31/2019 1:48:52 PM

### OUTPUT

Calculate Output

#### PERFORMANCE

Approach	PEAK-HOUR				OFF-PEAK				veh/hr
	1	2	3	4	1	2	3	4	
Proposed Capacity	782	676	679	750	904	861	866	750	veh/hr
Volume	400	400	300	180	122	117	68	57	veh/hr
Delay Reduction per vehicle	23.1	19.3	23.4	27.5	4.3	4.3	4.6	4.6	sec/veh

Approach	1	2	3	4	hours
Approach Delay Reduction per day	13.2	11.4	9.5	7.0	hours
Total Roundabout Delay Reduction per day	41.1				hours

#### EMISSION REDUCTIONS

Pollutant	Peak Hours Kilograms/day	Off-Peak Hours Kilograms/day	Total Kilograms/day
Carbon Monoxide (CO)	0.352	0.098	0.450
Particulate Matter <2.5 µm (PM <sub>2.5</sub> )	0.024	0.081	0.105
Particulate Matter <10 µm (PM <sub>10</sub> )	0.026	0.007	0.034
Nitrogen Oxide (NOx)	0.334	0.093	0.427
Volatile Organic Compounds (VOC)	0.065	0.018	0.083

# Surface Transportation Block Grant Program (STBGP)

## Project eligibility requirements:

- If project touches a state highway, sponsor must get a CDOT letter of support even if CDOT does not provide funding
- Regionally Significant Corridor from the 2040 NFRMPO Regional Transportation Plan (RTP)
- Consistent with the 2040 RTP Visions
- Addresses at least one 2040 RTP Performance Measure
- Local match of 17.21 percent (exceptions noted below)
- Complies with applicable local land use plans or current corridor studies, if available
- Project must be within the NFRMPO Boundary (include map in application to show project location)
- Project must complete a construction or an implementation phase
- Federal request cannot be less than \$100K
- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see page 2)

All projects must be included on the project list template. Projects will be scored using the following criteria.

Evaluation Criterion	Possible Points	
	Small	Large
Safety	25	50
Mobility (multi-modal, congestion, reliability, continuity, etc.)	25	45
System Preservation (maintaining the current system based on current pavement condition)	25	0
Partnerships (Each partner must contribute at least 10% of the local match requirement)	25	5
<b>TOTAL</b>	<b>100</b>	

Note: Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100%, but this provision is limited to 10% of the total funds apportioned to a State under 23 U.S.C. 104.



# STBG Project Adjustment Request- Follow Up

59<sup>th</sup> Avenue and O Street Roundabout

## Outstanding questions from TAC

- Project selection/rationale
- Environmental/historic
- Schedule
- Source of local overmatch

# US 85 Access Control Plan 1999

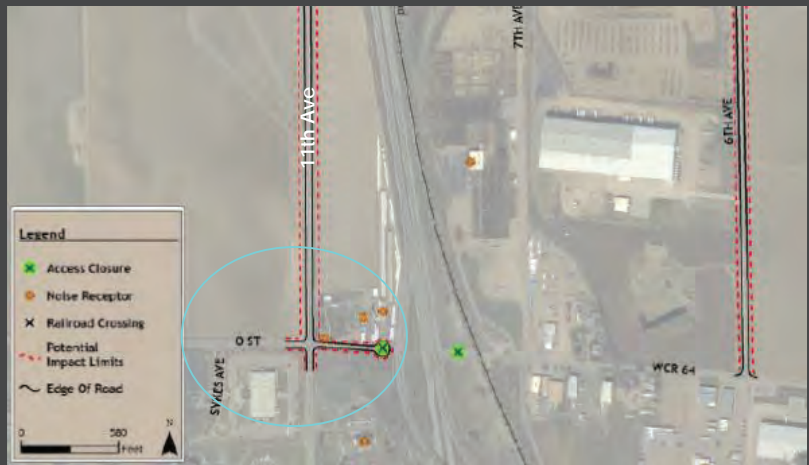


Planned bridge over US 85 to extend O St

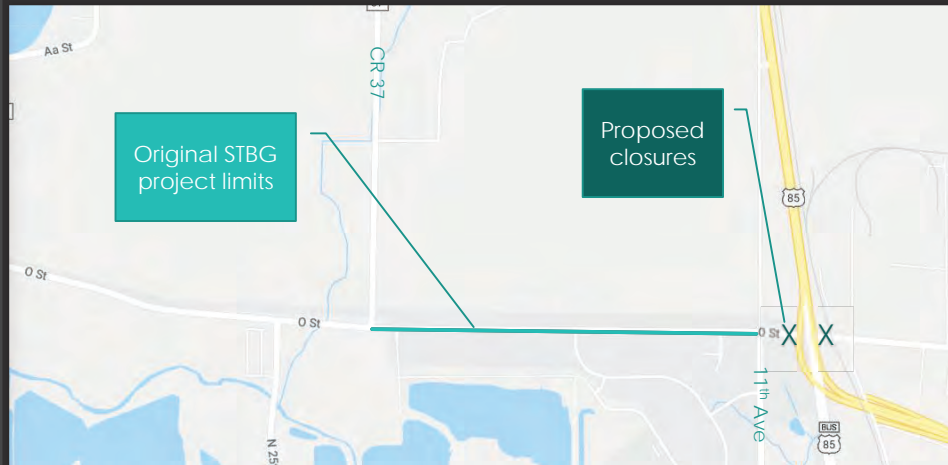
# US 85 PEL 2017

- US 85 PEL intent
- Closure of O St near original project area

Section 3 (Greeley to Lucerne)	
Operational Classification	Enhanced Expressway
O Street	Closure
CR 66	Intersection Improvements



# Project Selection



# Project Selection

- Shifting from capacity expansion to operational improvements
- More volume and greater impact to regional travel
- Highest volume intersection along existing O St corridor



REGIONAL  
ROUTES



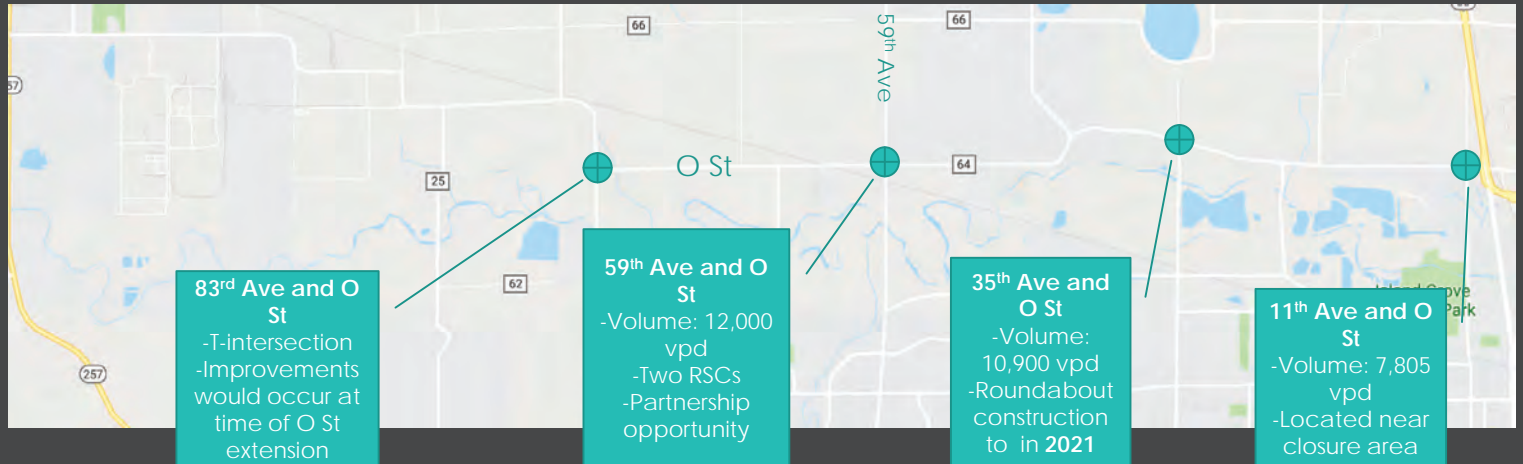
DELAY  
REDUCTION



PARTNERSHIP  
OPPORTUNITY



# Intersection analysis

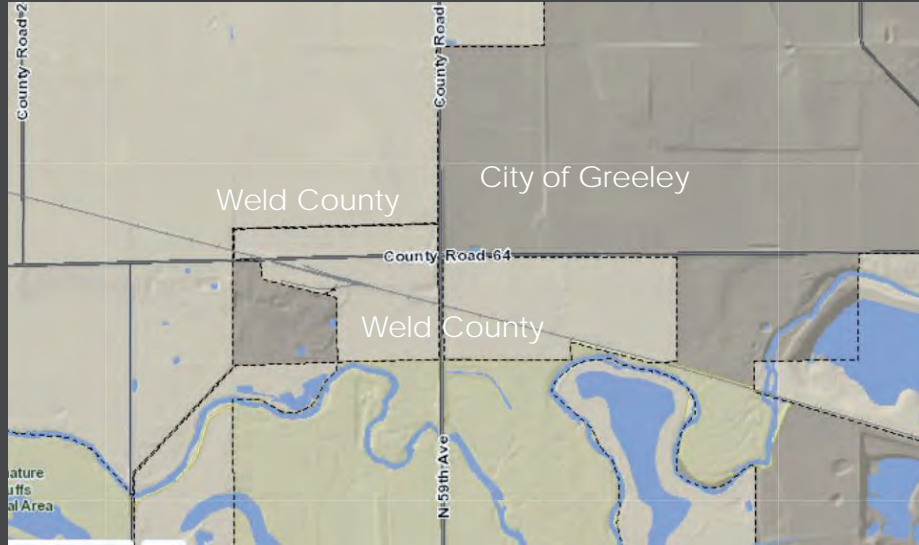


# Environmental/ Historic

- Dump site
  - Not within primary area of impact
  - May contain hazardous material, however this unknown
- Potentially historic property
  - Will require SHPO coordination
  - Expected impact < 1 acre



# Intersection Jurisdiction



# Local Overmatch- City of Greeley

Expenditures			2017 Actual	2018 Original	2018	2019	2020	2021	2022	2023	2019 - 2023
	799	71st Ave: Bridge/Road Widening from 12th to 22nd St	1,001,825	6,565,000	8,927,848	-	-	-	-	-	-
	388	Investment Charges	6,287	2,169	2,169	6,500	6,825	7,200	7,560	8,000	36,085
398	312.1601	65th Ave/34 Bypass - Frontage Rd Relocation and North 65th Ave road widening	74,355	-	383,645	3,144,913	-	-	-	-	3,144,913
	127D	20th Street Phase IV: Widening 83rd to 90th Avenue	726,100	3,535,000	5,858,900	-	-	-	-	-	-
	2134	20th Street: 71st to 86th Avenue (Design and right of way)	124,349	-	-	-	-	-	-	-	-
	410A	65th Avenue: 29th Street to City of Evans city limits (Design and construction)	4,157,765	-	260,576	-	-	-	-	-	-
	127B	20th Street Phase II: 74th to 83rd Avenues (Construction)	802,487	-	-	-	-	-	-	-	-
400	312.1504	Intersection Improvements at 35th Avenue and "O" Street	-	-	-	303,000	1,717,000	-	-	-	2,020,000
402	312.1739	Turn Lanes on 20th St at & Clubhouse Dr from Aims Blvd to 59th Ave	-	-	-	151,500	2,227,200	-	-	-	2,378,700
404	312.1603	O Street - Road Widening	-	-	-	555,500	202,000	-	6,264,000	-	7,021,500
400	882	35th Avenue road widening: 4th street to 1st street	-	-	-	404,000	806,000	8,080,000	-	-	9,090,000
410	312.1602	83rd Ave - 18th St to 34 Bypass - Road widening and Traffic Signal	-	-	-	-	343,400	606,000	-	3,942,500	4,891,900
412	312.1727	83rd Ave: 18th St to 10th St - Road widening	-	-	-	-	-	303,000	399,999	4,040,000	4,742,999
414	312.2	20th Street: 90th to 95th Avenue - relocation and road widening - Design	-	-	-	-	-	505,000	-	-	505,000
418	312.3	95th Avenue: Hwy 34 Bypass to 20th Street Road widening - Design	-	-	-	-	-	303,000	505,000	-	808,000
420	312.1806	23rd Avenue - Turn Lane at 20th Street	-	-	-	-	-	-	-	250,000	250,000

# Local Overmatch

<b>Total Project Cost</b>	<b>\$6,912,942</b>
Total Local Overmatch	\$5,194,517
City of Greeley	\$3,466,281
Weld County	\$1,728,235
Total STBG Funding Request	\$1,329,008

# Schedule

Original Schedule	
Milestone	Month/Year
Completion of IGA	n/a
FIR	7/2018-12/2018
FOR	6/2019-10/2019
Utility Clearance	7/2019-9/2019
ROW Clearance	3/2018-9/2019
Environmental Clearance	12/2018-8/2019
Advertisement	11/2019-1/2020

Proposed Schedule	
Milestone	Month/Year
Completion of IGA	n/a
FIR	4/2020 -4/2021
FOR	4/2021-7/2021
Utility Clearance	7/202 -8/2021
ROW Clearance	8/2021-6/2022
Environmental Clearance	8/2021-4/2022
Advertisement	6/2022-9/2022

# Thank you

○ Questions?



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: April 4, 2019**

**Re: 2019 Title VI Plan**

### Background

The Planning Council approved the FY2016 NFRMPO Title VI Report, also known as the Title VI Plan, on May 5, 2016 and the Updated Title VI Report on March 3, 2017. The NFRMPO FY2016 Title VI Program received concurrence from the Federal Transit Administration (FTA) on May 18, 2016 for the triennial period of April 1, 2016 to May 21, 2019.

On December 1, 2016, the Colorado Department of Transportation (CDOT) notified the NFRMPO of CDOT's responsibility to oversee the NFRMPO's compliance with Title VI Program requirements established by the Federal Highway Administration (FHWA) due to the NFRMPO's status as a subrecipient of FHWA funds. Due to this, the NFRMPO must meet both FTA and FHWA-specific Title VI program requirements for MPOs. To address these requirements, the FY2019 NFRMPO Title VI Plan has been updated with the following:

- Incorporates the 2019 Public Involvement Plan (PIP), adopted March 7, 2019
- Limited English Proficiency (LEP) Plan
- Demographic information for the region
- Strategies for ensuring non-discrimination in primary program areas
- Procedures for identifying potential discrimination
- Environmental Justice Analysis for NFRMPO-directed fund projects (CMAQ, STBG, and TA)

The adoption of the 2019 Title VI Plan will allow the NFRMPO to remain compliant with federal and state requirements. The 2019 Title VI Plan without Appendices is attached to this memo. The full Appendices (A through F) for the 2019 Title VI Plan are available at: <https://nfrmpo.org/wp-content/uploads/2019-title-vi-plan-appendices.pdf>.

### Action

Staff requests the Planning Council review the 2019 NFRMPO Title VI Plan.





North Front Range  
**Metropolitan  
Planning  
Organization**

# **Title VI Plan**

**Adopted: May 2, 2019**



North Front Range  
**Metropolitan  
Planning  
Organization**

## **TITLE VI PLAN**

**Prepared by:**

**NFRMPO**

419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

**with assistance from**

**Colorado Department of Transportation**

**Preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the local member communities of the North Front Range MPO.**

**Adopted May 2019**

# **Placeholder for Council Resolution**

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## BACKGROUND

### General Organization

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), doing business as the North Front Range Metropolitan Planning Organization (NFRMPO), was established in 1988 with responsibility for transportation planning within the region. The NFRMPO is comprised of 15 member governments (Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, LaSalle, Loveland, Johnstown, Milliken, Severance, Timnath, Windsor, Larimer County, and Weld County) covering 675 square miles and working on behalf of the region's approximately 506,000 residents as of 2017.

Federal regulations require a metropolitan planning organization (MPO) be designated to carry out a comprehensive, continuous, and coordinated transportation planning process for urbanized areas with a population of 50,000 or more. The NFRMPO is a federally-designated transportation planning organization and state-designated air quality planning agency. The NFRMPO does not own any facilities.

The NFRMPO's objective is to provide the information, tools, and to receive public input needed for improving the regional transportation system's performance. The NFRMPO engages in cooperative decision-making through working relationship and financial partnerships with and among the member governments, the Colorado Transportation Commission, Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Colorado Department of Public Health and the Environment (CDPHE).

The NFRMPO has two primary program areas: Transportation Planning and VanGo™. Transportation Planning is mostly funded with FHWA funding and is involved with the allocation of FHWA funds, while VanGo™ does not directly receive any federal funds. The Transportation Planning Team develops and maintains the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Public Involvement Plan (PIP), and the Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan). The Transportation Planning Team also facilitates the NFRMPO Planning Council's selection of projects to receive FHWA funds through CDOT from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant (STBG) Program, and the Transportation Alternatives (TA) Program. Non-discrimination in Transportation Planning is ensured through the following strategies:

- Include low-income and minority populations in the planning process by providing a mix of public comment opportunities including public meetings, online tools, and face-to-face interaction at a variety of community events throughout the region.
- Ensure transportation investments do not disproportionately deny benefits or burden lower socio-economic populations by reviewing impacts of each project proposed for funding.
- Train staff on non-discrimination and civil rights via the following online courses offered by the Colorado Intergovernmental Risk Sharing Agency (CIRSA):
  - Preventing Discrimination
  - Uncovering Implicit Bias
  - Civil Rights Training Webinar

Potential discrimination in the selection of projects to receive FHWA funding is identified through an Environmental Justice (EJ) analysis, which examines adverse impacts(burdens) and benefits for project

beneficiaries and ensures disproportionately high and adverse human health or environmental impacts on minority populations and/or low-income populations are addressed. Potential discrimination is also identified through the complaint process.

As part of the transportation planning process, the NFRMPO collects and analyzes demographic maps including HUD-defined low-income areas, Hispanic/Latino Minority Populations, and Minority Populations at the Census Tract level. As part of the *2019 Public Involvement Plan*, demographic maps were created at the Census Block Group level.

The VanGo™ program does not currently directly receive any federal funds, though it has in the past and may again in the future. Non-discrimination is ensured through annual staff training on non-discrimination and civil rights via online CIRSA courses including Preventing Discrimination, Uncovering Implicit Bias, and Civil Rights Training Webinar.

### **VanGo™ Vanpool Services**

The VanGo™ program, created by the City of Fort Collins in 1994, provides alternative commuter transportation to address the rapid population growth and the resulting burden on the region's transportation systems. The goal of the VanGo™ program is to serve the North Front Range area through the provision of quality and competitively-priced vanpool services as an alternative to single occupant vehicle commuting for the purpose of reducing traffic congestion and air pollution, while supporting the growth of new transit and enhancing labor force access for businesses.

The VanGo™ program currently operates 47 routes with over 300 participants. The primary commuter-shed is the I-25 corridor between Fort Collins and Denver, with additional routes traveling the US85 and US287 corridors, respectively. The VanGo™ program commuter service is open to the public; however, participants must be 18 or older per CIRSA insurance requirements for commuter vans. In addition, participants must be 25 years or older, with a clean driving record, to become an approved driver.

### **Coordinated Public Transit/Human Services Transportation Plan**

Federal transportation legislation in 2005 mandated that *"a plan be developed through a process that includes public and private sector representation along with nonprofit transportation and human services providers"* to improve coordination of transportation services. The NFRMPO developed a plan for both Larimer and Weld counties to ensure a consistent and integrated approach across the region. The planning process included setting goals, identifying outcomes, developing strategies and building a family of transportation services. The two plans, which outline the goals and strategies of the mobility coordination program, are combined in one document. The NFRMPO Coordinated Transit /Human Services Transportation Plan can be found by following the link to mobility coordination at <http://nfrmpo.org/mobility/>.

### **Mobility Coordination in Northern Colorado**

The *North Front Range MPO Riders Guide* ([2016 Rider's Guide](#) or [2016 Rider's Guide Española](#)) was created in collaboration with the Larimer and Weld County Mobility Committees. The Committees represent transit and human service agencies working toward the goal of ensuring people who need transportation have access to the service they need for self-sufficiency and to live independently. The

information in the Guide is intended to provide an overview of available public transportation services in the North Front Range area.

### **NFRMPO Title VI Coordination and Administration**

Title VI compliance is ongoing and falls under the duties of NFRMPO staff, which includes, but is not limited to, activities such as reporting, data collection, and providing technical assistance to sub-recipients by supplying information (posters, guidelines, and compliance requirements) and direct access to the NFRMPO's Title VI Coordinator.

Strategies to engage and include underserved populations (including individuals with limited English proficiency) in the transportation planning and grant awards processes are outlined in the NFRMPO's *Public Involvement Plan*, which is included as **Appendix D**.

### **Environmental Justice**

Title VI of the Civil Rights Act of 1964 requires outreach to underserved groups and *"no person in the United States shall, on the ground of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."* A further 1994 Presidential directive dictates that *"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."*

Environmental Justice (EJ) is addressed in the NFRMPO Regional Transportation Plan (RTP); the most recent RTP is available online at <http://nfrmpo.org/rtp/>. EJ information such as demographics, public outreach, and the NFRMPO's benefits and burdens analyses is discussed in the Socioeconomic Section.

### **Executive Order 12898**

*Groups impacted: low-income and minority populations, which may include sub-groups of elderly and disabled.*

The NFRMPO will consider EJ through planning activities according to the Federal legislation noted above. Furthermore, to involve and assist under-represented and underserved populations, the NFRMPO will adhere to the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and subsequent guidance from Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transit Act (FAST Act), as it is developed within the transportation planning process. The *2019 Public Involvement Plan* (PIP) was adopted by the NFRMPO Planning Council on February 7, 2019, and is included in **Appendix D**.

The NFRMPO will make every effort to hold public meetings in facilities that are Americans with Disabilities Act (ADA) compliant and arrange for reasonable accessibility and accommodation for persons with disabilities. Further, to provide equally effective communication, upon request (at least 72-hours in advance), the NFRMPO will make accommodations, when appropriate, for a person or persons requiring assistance, such as the hearing or visually impaired.

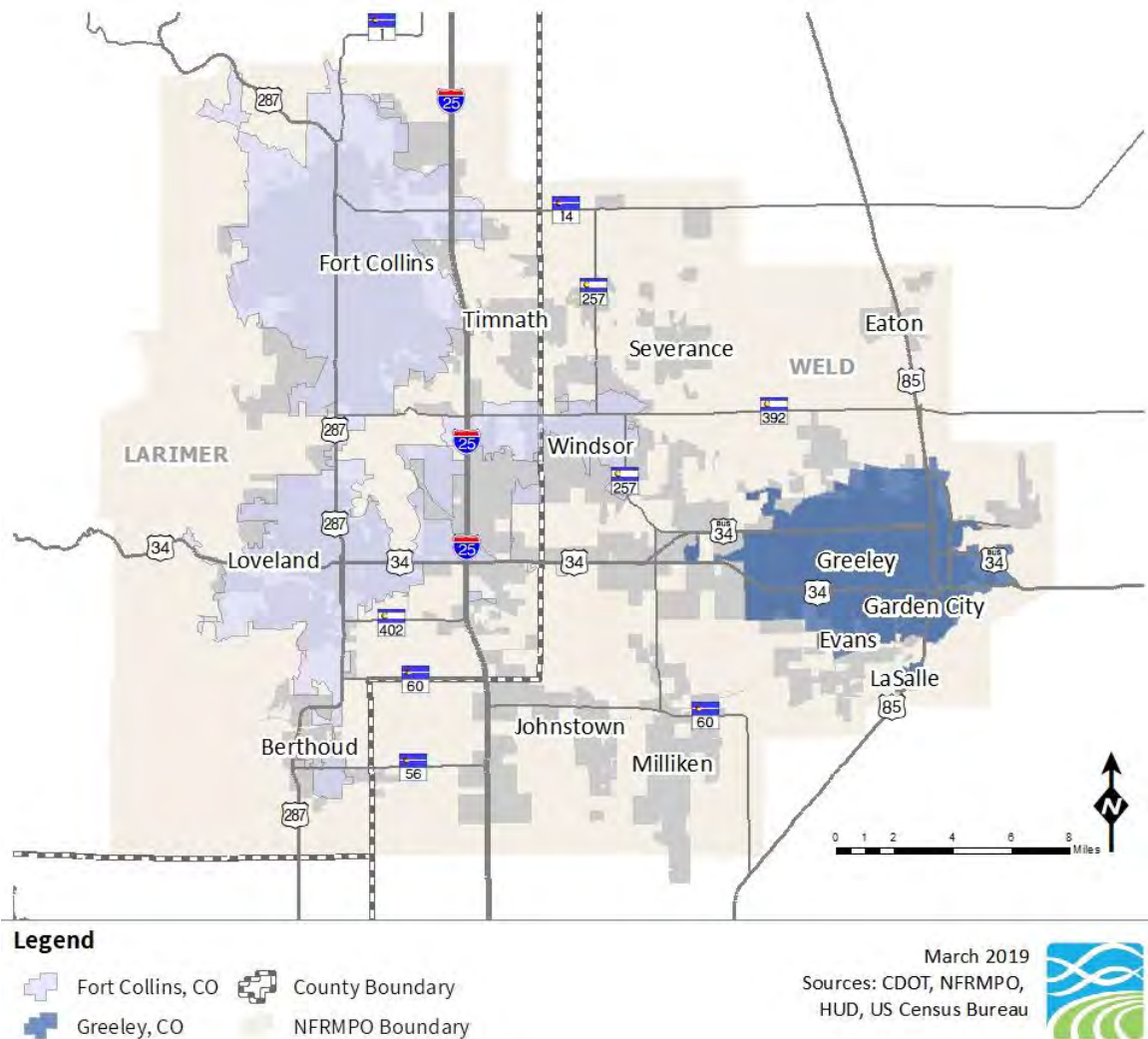
The NFRMPO will assist persons with limited English proficiency (LEP) to participate in the transportation planning process. Upon request, staff will make every effort to provide translators and document

translation where feasible. Elderly persons or zero car households who are unable to attend meetings may request information from the NFRMPO and have the requested materials delivered to their residence. NFRMPO staff is willing to speak with groups in an effort to eliminate barriers to participation and to involve the region’s residents in the transportation planning process.

**DEMOGRAPHIC PROFILE**

The NFRMPO region is comprised of one Transportation Management Area (TMA), which includes the majority of Berthoud, Fort Collins, Loveland, and Windsor, as well as one Urbanized Area (UZA), which consists of the majority of Evans, Garden City, and Greeley, as shown in **Figure 1**.

**Figure 1: NFRMPO Region**



The region’s demographic make-up is shown in **Table 1**, while characteristics of the region’s population are shown in **Table 2**.



**Table 1:**

	Larimer County		Weld County	
	Estimate	Percent	Estimate	Percent
<b>Total</b>	330,976	100%	285,729	100%
<b>White</b>	302,008	91.2%	253,742	88.8%
<b>Black or African American</b>	3,053	0.9%	3,199	1.1%
<b>American Indian/Alaska Native</b>	2,130	0.6%	2,070	0.7%
<b>Asian</b>	6,797	2.1%	3,880	1.4%
<b>Native Hawaiian and Other Pacific Islander</b>	299	0.1%	259	0.1%
<b>Some other race</b>	6,251	1.9%	14,835	5.2%
<b>Two or more races</b>	10,438	3.2%	7,744	2.7%

*Source: 2013-2017 American Community Survey 5-Year Estimates*

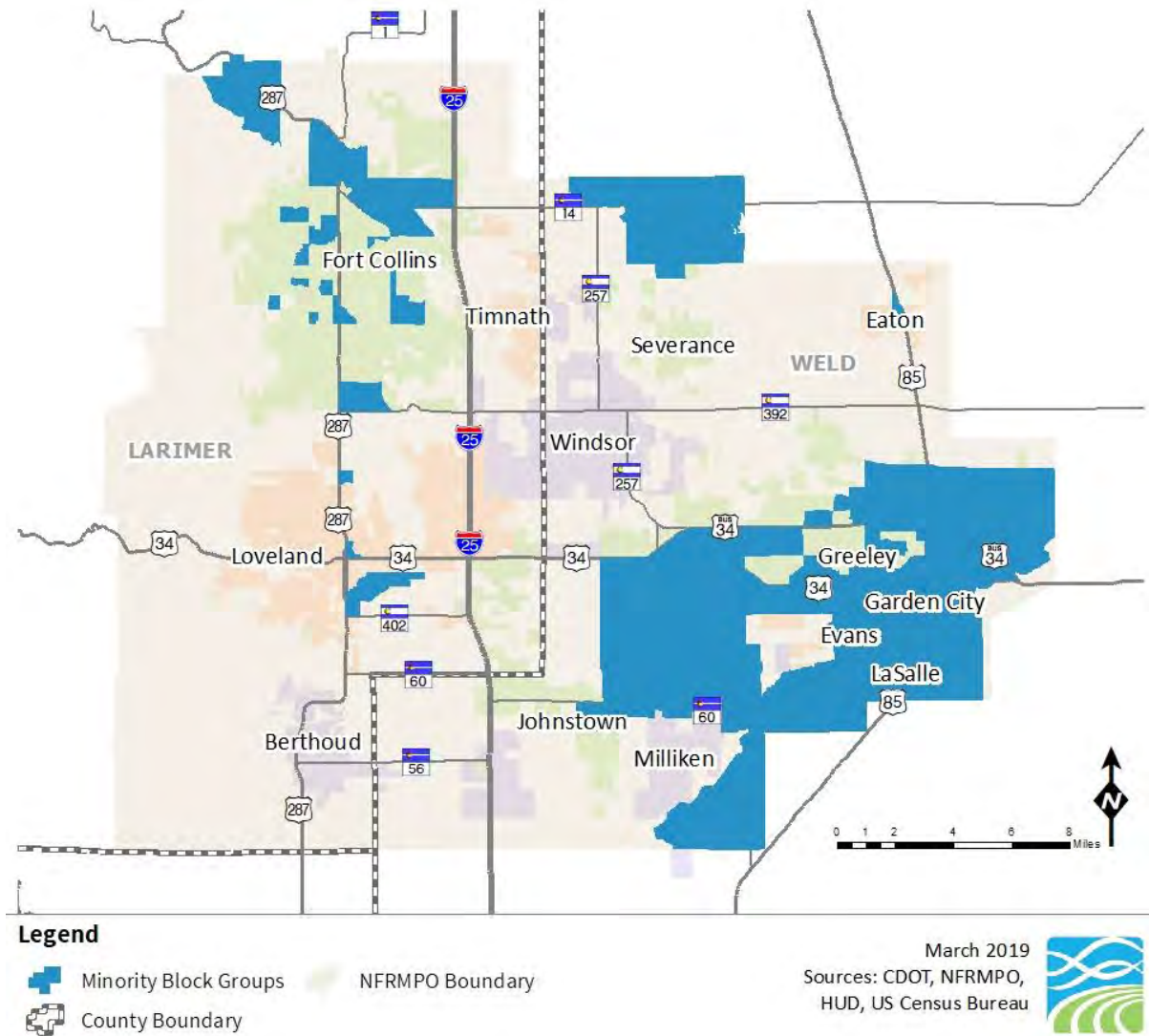
**Table 2: NFRMPO Regional Demographic Characteristics**

	<b>Older Adult (60+)</b>	<b>LEP Persons</b>	<b>Low-Income Persons</b>	<b>Minority Population</b>	<b>Persons with a disability*</b>	<b>Zero-Vehicle Households*</b>
<b>Larimer</b>	19.3%	2.5%	17.8%	11.4%	20.1%	4.2%
<b>Weld</b>	16.9%	7.8	18.1%	32.3%	23.0%	4.8%
<b>NFRMPO Region</b>	18.4%	4.5%	17.9%	19.4%	21.1%	4.4%

*Source: 2013-2017 American Community Survey 5-Year Estimates*

*These figures are percentages of households, not percentage of the population.*

**Figure 2: NFRMPO Minority Populations**



Block groups north of Old Town Fort Collins, around CSU, and along the US287 corridor in Fort Collins and Loveland are the predominant areas within Larimer County in the NFRMPO region with higher minority populations. In Weld County, the area northeast of SH257 and SH14, and areas surrounding Greeley, Garden City, Evans, and LaSalle have higher minority populations.

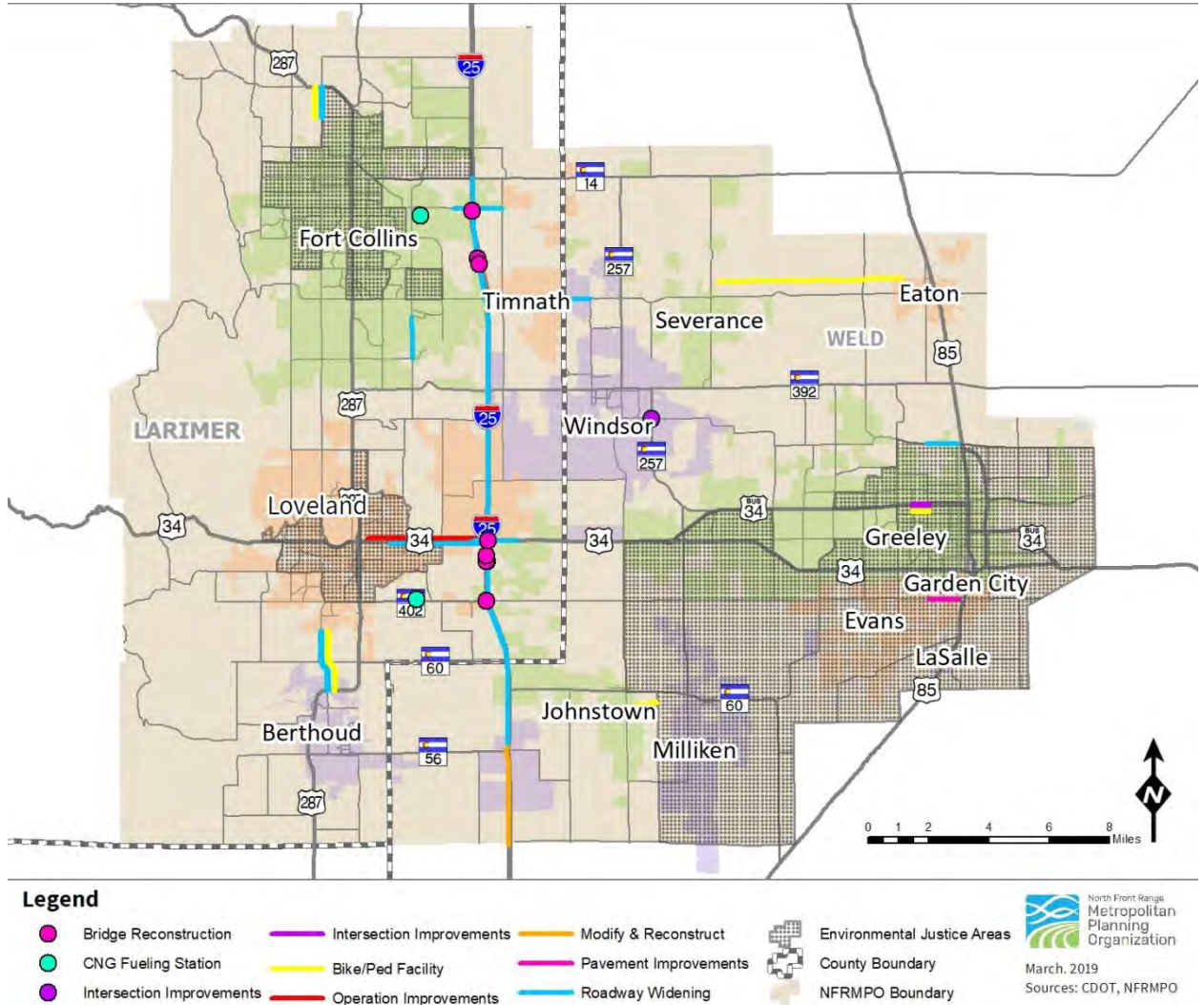
The NFRMPO has a variety of procedures by which the mobility needs of minority populations are identified and considered within the transportation planning process. These include:

- Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)**  
Preparation for the NFRMPO's *Coordinated Plan* included outreach to partner agencies and organizations which work closely with low-income and minority populations. Surveys were prepared in English and in Spanish, the predominant language other than English in the region.

- **Environmental Justice Analysis (TIP)**

An Environmental Justice (EJ) analysis is completed with each new Transportation Improvement Program (TIP) and with TIP Amendments. In the *2019 Public Involvement Plan*, the NFRMPO updated the EJ analysis to be at the Census Block Group level instead of the Census Tract level. By analyzing transportation projects at a smaller geographic level, the NFRMPO can ensure a more nuanced examination of need and impact. This will be updated for the TIP's EJ analysis with adoption of the FY2020-2023 TIP.

**Figure 3: FY2019-2022 TIP Environmental Justice Analysis**



- **Public Involvement Plan (PIP)**

As part of the 2019 PIP, the EJ section and outreach to LEP and minority populations were expanded. Geographies for EJ were updated to be at the Census Block Group level, a smaller geography than Census Tracts. The NFRMPO has built partnerships with public and private organizations which work with minority and low-income populations. By working with these agencies and organizations, the NFRMPO can build on the trust that already exists between the

organizations and the public. This allows for more conversational interactions, allowing the NFRMPO to get better feedback and input.

- **General Outreach**

The NFRMPO attends events in as many local communities as possible to have conversations with all members of the public. By going to local events, the NFRMPO can have face-to-face interactions, ask questions, obtain feedback, and generally build a rapport with members of the public that cannot be done in an office setting. The input is then incorporated into the appropriate plans and programs.

## General Assurance

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), doing business as the North Front Range Metropolitan Planning Organization (NFRMPO) HEREBY AGREES THAT, as a condition to receiving Federal financial assistance it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252 42 U.S.C. 2000d-42 U.S.C. 200d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1954 (hereinafter referred to as the Regulations) and other pertinent directives, that no person in the United States shall, on the grounds of race, color, national origin, gender, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by the subsection 21.7 (a) (1) of the Regulations, a copy of which is included as **Appendix A**.

### Specific Assurances

#### Federal-aid Highway Program Assurance

More specifically and without limiting the above general assurance, the NFRMPO hereby gives the following specific assurances with its Federal-aid Highway Program.

1. The NFRMPO agrees that each “program” and each “facility” as defined in subsection 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. The NFRMPO requires that all contractors sign and agree to a professional services contract (see **Appendix F**) which explicitly outlines Title VI requirements and regulations.
3. That where the NFRMPO receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection within.
4. That where the NFRMPO receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to right to space on, over, or under such property.
5. That this assurance obligates the NFRMPO for the period during which Federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the NFRMPO or any transferee for the longer of the following periods:
  - a) The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b) The period during which the NFRMPO retains ownership or possession of the property.

6. The NFRMPO shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom they delegate specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
7. NFRMPO agrees that the United States has right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

**Federal Transit Administration Assurance**

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), doing business as the North Front Range Metropolitan Planning Organization (NFRMPO) HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Federal Transit Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The NFRMPO will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and in compliance with the Department of Transportation (USDOT) Title VI regulation, 49 CFR Part 21.9.
3. The NFRMPO will make it known to the public that those person or person alleging discrimination on the basis of race, color , or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration (FTA) and/or the USDOT.

**Certification**

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the NFRMPO by the USDOT under the Federal-aid Highway Program/Federal Transit grant Program and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in the interest and other participants in these same Federal-aid programs. The person whose signature appears below is authorized to sign this assurance on behalf of NFRMPO.

DATED \_\_\_\_\_

North Front Range Metropolitan Planning Organization

By

Suzette Mallette  
NFRMPO Executive Director

## **Anti-Harassment**

The NFRMPO will not tolerate discriminatory harassment, including sexual harassment. This applies to harassment occurring in the workplace, whether on premises controlled by the NFRMPO or in any other related employment setting.

Sexual harassment is defined as unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature when:

- submission to such conduct is either explicitly or implicitly made a term or condition of an employee's employment;
- submission to or rejection of such conduct is used as the basis for employment decisions affecting the employee;
- such conduct has the purpose or effect of substantially interfering with an employee's work performance or creates an intimidating, hostile, or offensive working environment.

Other unlawful harassment includes but is not limited to verbal or physical conduct that:

- criticizes, shows hostility or aversion toward an employee because of their race, color, gender, age, religion, national origin, sexual orientation, genetic information, disability, military status, or any other characteristic protected by law and which
- creates an intimidating, hostile, or offensive work environment, or
- has the purpose or effect of substantially interfering with an employee's work performance.

## **Anti-Violence Policy**

The goal of the NFRMPO is to maintain a work environment free from intimidation, threats, bullying, or violent acts. This includes without limitation intimidating, threatening or hostile behaviors, physical abuse, vandalism, arson, sabotage, use of weapons, or any other similar act, which, in management's opinion, is inappropriate to the workplace. In addition, threatening comments or behavior are not tolerated.

## **Anti-Retaliation**

The NFRMPO prohibits retaliation against any employee for filing a complaint under this policy or for participating in a complaint investigation. If you believe there has been a violation of the Equal Employment Opportunity (EEO) or retaliation standard, follow the complaint procedure outlined below.

Conduct in violation of this policy is subject to disciplinary action, up to, and including termination of employment.

## **Complaint Procedure**

If an employee believes there has been a violation of the EEO policy or harassment based on the protected classes as outlined above, they should use the following complaint procedure. The NFRMPO expects employees to make a timely complaint to enable the NFRMPO to investigate and correct any behavior that may be in violation of this policy.

The employee shall inform the NFRMPO of the violation by notifying the NFRMPO HR Consultant, their immediate supervisor, or the Executive Director, as the employee chooses. The notification may be in the

form chosen by the employee; however, the employee is strongly encouraged to put the notification in writing.

No employee shall be subjected to reprisal or retaliation for making a notification of policy violation. The employee should report immediately any incidents of reprisal, retaliation, or harassment which occurs as a result of making such a notification in accordance with the complaint procedure outline above.

Upon notification, an investigation will be undertaken promptly following the notification, and corrective action will be taken. The employee filing the complaint will be notified of the results of the investigation.

To the extent practicable consistent with applicable law, complaints and investigations will be handled in a confidential manner.

**A.** As part of this Policy Statement, the NFRMPO adheres to the following objectives, which shall not be interpreted in any way to limit the general policy stated previously:

**(1)** ADA Accommodation - The NFRMPO will make reasonable accommodation under the Americans with Disabilities Act (ADA) for qualified individuals with disabilities, unless doing so would result in an undue hardship to the NFRMPO. This applies to all aspects of employment, including selection, job assignment, compensation, discipline, separation, and access to benefits and training.

**(2)** Access for Persons with Limited English Proficiency- Individuals who have a limited ability to read, write, speak, or understand English are considered limited English proficient (LEP). Language for LEP individuals can be a barrier to accessing important benefits or services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by the NFRMPO. Ignoring LEP populations may constitute discrimination on the basis of national origin. The NFRMPO shall seek to communicate with LEP populations and provide LEP individuals with meaningful access to NFRMPO programs and activities.

**(3)** Principles of Environmental Justice (EJ) - NFRMPO will meaningfully engage all sectors of the public, including low-income and minority populations, potentially affected by NFRMPO policies and programs. To help ensure the fair distribution of the benefits and burdens associated with NFRMPO programs and activities, NFRMPO will be guided by the following EJ principles:

- a. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- b. To ensure the full and fair participation by all potentially affected communities in the NFRMPO's decision-making process; and
- c. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

**(4)** Fair Competition for Federally-Funded Contracts - A Disadvantaged Business Enterprise ("DBE") is a business that is owned and controlled by a socially and/or economically disadvantaged individual or individuals. The NFRMPO is covered under the Colorado



Department of Transportation (CDOT) DBE program. In accordance with CDOT's DBE program, it is the NFRMPO's policy:

- a. To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- b. To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- c. To ensure that the DBE program is narrowly tailored in accordance with applicable law;
- d. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- e. To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- f. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.

DATED \_\_\_\_\_

North Front Range Metropolitan Planning Organization

By

\_\_\_\_\_

Suzette Mallette

NFRMPO Executive Director

## **NOTICE TO THE PUBLIC**

### **NOTICE TO BENEFICIARIES OF PROTECTION UNDER TITLE VI**

This notice is provided in compliance with 49 CFR Section 21.9 (d).

#### **Non-discrimination Notice**

The North Front Range Metropolitan Planning Organization (NFRMPO) provides services and operates programs without regard to race, color, and national origin in compliance with Title VI. Members of the public may request additional information regarding the NFRMPO's non-discrimination obligations by requesting a copy of the NFRMPO's Title VI program.

#### **Complaint Process**

Any person who believes that they have been subjected to discrimination under Title VI on the basis of race, color or national origin may file a Title VI complaint with the NFRMPO within 180 days from the date of the alleged discrimination. Complaints may be filed in writing and should be addressed to:

North Front Range Metropolitan Planning Organization  
Becky Karasko, Title VI Program Coordinator  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

The complaint should include the following information:

- Your name and address, and a telephone number where you may be reached during business hours;
- A general description of the person(s) or class of persons injured by the alleged discriminatory act(s);
- A description of the alleged discriminatory act(s) in sufficient detail to enable the Human Resources consultant to understand what occurred, when it occurred, and the basis of the alleged discrimination complaint (race, color, or national origin);
- The letter must be signed and dated by the person filing the complaint or by someone authorized to do so on his or her behalf.

The NFRMPO will use its best efforts to respond to a Title VI complaint within 90 calendar days of its receipt, provided all the relevant information is received at the time of the complaint. In instances where additional information is needed, the Title VI Program Coordinator will contact the complainant in writing. Failure of the complainant to provide the requested information by a certain date may result in a delay in resolution or closure of the complaint.

***For additional information on the MPO's nondiscrimination obligations,  
please call the Title VI Coordinator at 970-416-2257***

The Title VI Notice to Beneficiaries poster (Appendix F) is located in the NFRMPO's front lobby and kitchen, and is also posted at [nfrmpo.org](http://nfrmpo.org) and [www.VanGoVanpools.org](http://www.VanGoVanpools.org). The posters are highly visible, and the front lobby and kitchen are fully accessible by the public.

## **AVISO A BENEFICIARIOS DE LA PROTECCIÓN BAJO EL TÍTULO VI**

Este aviso se provee en cumplimiento con el 49 CFR Sección 21.9 (d).

### **Aviso Antidiscriminatorio**

El North Front Range Metropolitan Planning Organization (NFRMPO) provee servicios y opera programas sin considerar raza, color y nacionalidad de origen en cumplimiento con el Título VI. Los miembros del público pueden obtener información adicional sobre las obligaciones antidiscriminatorias del NFRMPO solicitando una copia del programa del Título VI del NFRMPO.

### **Proceso para Presentar Quejas**

Cualquier persona que sienta que ha sido sujeto de discriminación bajo el Título VI en base a su raza, color o nacionalidad de origen puede presentar una queja bajo el Título VI con el NFRMPO dentro de ciento ochenta (180) días calendario a partir de la fecha de la presunta discriminación. Las quejas pueden presentarse por escrito y deberán ser enviadas a:

North Front Range Metropolitan Planning Organization  
Title VI Program Coordinator  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

La queja deberá incluir la siguiente información:

- Su nombre y dirección y un número telefónico donde usted puede ser localizado durante horas laborales;
- Una descripción general de la(s) persona(s) o clase de personas perjudicadas por el presunto acto o actos discriminatorios;
- Una descripción del presunto acto o actos discriminatorios en suficiente detalle para permitir que el personal de Recursos Humanos entienda lo que ocurrió, cuando ocurrió y la base de la presunta queja de discriminación (raza, color o nacionalidad de origen);
- La carta deberá presentar firma y fecha en puño y letra de la persona que presenta la queja o de alguien con autorización para hacerlo en su nombre.

El North Front Range Metropolitan Planning Organization hará el mayor esfuerzo para responder a una queja de Título VI dentro de noventa (90) días calendario de haberla recibido, siempre y cuando toda la información relevante haya sido recibida en el momento en que se presentó la queja. En casos donde se requiere información adicional, el Coordinador del Programa del Título VI notificará por escrito a la persona que presentó la queja. Si la persona que presenta la queja no provee la información requerida antes de la fecha límite, esto podrá ocasionar la demora de la resolución de la queja.

***Para más información sobre las obligaciones antidiscriminatorias del NFRMPO,  
por favor llame al Coordinador del Título VI al tel. 970-416-2257 ó envíe su correo electrónico a  
bkarasko@nfrmpo.org***

## **COMPLAINT INSTRUCTIONS AND FORM**

If an individual believes they have received discriminatory treatment by the NFRMPO on the basis of race, color or national origin, they have the right to file a complaint with the NFRMPO Title VI Coordinator. The complaint must be filed no later than 180 calendar days of the alleged discriminatory incident.

The preferred method is for an individual to file the complaint in writing using the Title VI Complaint Form (**Appendix G**) and by mail or drop off in person to the address below. Complaints can also be filed via email to Becky Karasko, Title VI Coordinator, at [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org).

**Title VI Coordinator**  
**North Front Range Metropolitan Planning Organization**  
**419 Canyon Avenue, Suite 300**  
**Fort Collins, Co 80521**

Verbal complaints are accepted and transcribed by the Title VI Coordinator. To make a verbal complaint, an individual may call (970) 416-2257 and ask for the Title VI Coordinator.

Individuals also have the right to file a complaint with an external entity such as the Colorado Department of Transportation (CDOT), a federal or state agency, or a federal or state court.

Should a complaint be filed with the NFRMPO and an external entity simultaneously, the external complaint shall supersede the NFRMPO complaint and the NFRMPO's complaint procedures will be suspended pending the external entity's findings.

### **Investigations**

Within 10 calendar days of receipt of the formal complaint, the Title VI Coordinator will notify the complainant and begin an investigation (unless the complaint is filed with an external entity first or simultaneously). The investigation will address complaints against any NFRMPO department(s) and/or persons.

The investigation may include discussion(s) of the complaint with all affected parties to determine the issue. The complainant may be represented by an attorney or other representative of his/her own choosing and may bring witnesses and present testimony and/or evidence in the course of the investigation.

The investigation will be conducted and completed within 60 calendar days of the receipt of the formal complaint.

Based upon all the information received, an investigation report will be written by the Title VI Coordinator for submittal to the Executive Director.

The complainant will receive a letter stating the final decision of the Executive Director by the end of the 60-day time limit.

The complainant shall be notified of his/her right to appeal the decision. Appeals may be made to the Department of Transportation, the Justice Department or to the agency responsible for Title VI and ADA complaints.

## **Record Keeping**

Records of all Title VI-related complaints and investigations will be kept for 48 months. Records will include the date the complaint or investigation was filed, a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the NFRMPO or sub-recipient in response to the investigation, lawsuit, or complaint.

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Si usted siente que ha recibido trato discriminatorio del NFRMPO en base a su raza, color o nacionalidad de origen, tiene el derecho de presentar una queja con el Coordinador del Título VI del NFRMPO. La queja deberá ser presentada a no más de 180 días calendario del presunto incidente discriminatorio.

El método preferido es que la queja se presente por escrito usando la Forma para Presentar Quejas de Título VI (**Apéndice G**) y ésta sea enviada por correo o entregada en persona en la dirección que se provee a continuación. También pueden presentarse quejas por correo electrónico enviándolas a Becky Karasko, Coordinador del Título VI, [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org).

**Title VI Coordinator**  
**North Front Range Metropolitan Planning Organization**  
**419 Canyon Avenue, Suite 300**  
**Fort Collins, CO 80521**

También tiene derecho a presentar una queja ante una entidad externa como el Departamento de Transporte de Colorado (CDOT), una agencia federal o estatal, o una corte federal o estatal.

Si se presenta una queja simultáneamente ante el NFRMPO y una entidad externa, la queja externa tendrá prioridad sobre la queja del NFRMPO y se suspenderá el proceso de quejas del NFRMPO en espera de los resultados de la investigación de la entidad externa.

## **Investigaciones**

Dentro de diez (10) días calendario de haber recibido la queja oficial, el Coordinador del Título VI notificará al demandante e iniciará una investigación (a menos que la queja haya sido presentada ante una entidad externa de manera simultánea). La investigación atenderá las quejas contra cualquier departamento y/o persona(s) del NFRMPO.

La investigación puede incluir discusiones de la queja con todas las partes afectadas para determinar el problema. El demandante puede ser representado por un abogado o cualquier otro representante que éste elija y puede traer testigos y presentar testimonio y evidencia durante el transcurso de la investigación.

La investigación se llevará acabo y será completada dentro de sesenta (60) días calendario desde que fue recibida la queja oficial.

Basándose en toda la información recibida, el Coordinador del Título VI escribirá un reporte de la investigación y éste será entregado al Director Ejecutivo.

El demandante recibirá una carta anunciando la decisión final del Director Ejecutivo al fin del límite de los sesenta (60) días.

Se notificará al demandante de su derecho de apelar la decisión. Las apelaciones pueden presentarse ante el Departamento de Transporte de Colorado (CDOT), el Departamento de Justicia o la agencia responsable de las quejas de Título VI y ADA.

**Archivos**

Los archivos de todas las quejas e investigaciones relacionadas al Título VI se mantendrán durante cuarenta y ocho (48) meses. Estos archivos incluirán la fecha en que se presentó la queja o la investigación, un resumen de las alegaciones; el estatus de la investigación, demanda, o queja; y las acciones tomadas por el NFRMPO o el sub-beneficiario en respuesta a la investigación, demanda o queja.

**TITLE VI COMPLAINTS, INVESTIGATIONS AND LAWSUITS**

As of March 31, 2019, no lawsuits or complaints have been filed with the NFRMPO, and there are no Title VI investigations being conducted by the FTA or any other entities.

## PLANNING AND ADVISORY BOARDS

The NFRMPO reports to a policy board known as the Planning Council. The NFRMPO Planning Council is the forum for cooperative decision-making on transportation related matters. This 17-member Council is comprised of elected officials from local member governments and representatives from the Colorado Department of Public Health and the Environment’s (CDPHE) Air Pollution Control Division (APCD) as well as the Colorado Department of Transportation (CDOT) – Transportation Commission. As of March 2019, the NFRMPO Planning Council is comprised of five females (29 percent) and 12 males (71 percent).

### NFRMPO Planning Council Representation

- |                         |  |
|-------------------------|--|
| 1. Town of Berthoud     | 10. City of Loveland   |
| 2. Town of Eaton        | 11. Town of Milliken   |
| 3. City of Evans        | 12. Town of Severance  |
| 4. City of Fort Collins | 13. Town of Timnath  |
| 5. City of Greeley      | 14. Weld County  |
| 6. Town of Garden City  | 15. Town of Windsor  |
| 7. Town of Johnstown    | 16. Colorado Department of Public Health and the Environment - Air<br>Pollution Control Division |
| 8. Larimer County       | 17. Colorado Department of Transportation –<br>Transportation Commission                         |
| 9. Town of LaSalle      |  |

The NFRMPO Planning Council provides policy guidance and direction for the metropolitan transportation planning process.

**Planning Council:** The Planning Council is made up of elected officials from each member community as well as a representative from both the Colorado TC and the Colorado Department of Public Health & Environment (CDPHE) Air Pollution Control Division (APCD). Each member community selects one representative and an alternate to represent them on the Planning Council.

Planning Council meetings are generally held the first Thursday of the month from 6:00 - 8:30 p.m., preceded by dinner at 5:30 p.m. The meeting location rotates among communities in the region and is posted on the NFRMPO [website calendar](#). Meetings and agenda items are generally noticed the Saturday prior to the meeting in three regional newspapers: the *Coloradoan*, the *Greeley Tribune*, and the *Loveland Reporter-Herald*. Council [meeting packets](#) and agendas are posted on the [NFRMPO website](#) and distributed through a listserv, generally 10 business days prior to each meeting. The public is welcome to join the listserv by emailing [rsteffen@nfrmpo.org](mailto:rsteffen@nfrmpo.org). Meeting materials are printed and available at each meeting location with the date and location of the next meeting printed on the agenda. [Meeting minutes](#) are posted on the website immediately following their approval at the subsequent Council meeting. Opportunity for public comment is provided at the beginning of every NFRMPO Council meeting and audio recordings are available to the public by completing the NFRMPO Request to Inspect Public Records form located in [Resources](#) on the NFRMPO website.

In the event of a Special or Emergency meeting, notices will be made public as soon as practicable and follow the Colorado Open Meetings law, as defined for a State Body. Although all Council meetings are open to the public, the Council may vote to go into an Executive Session for the purpose of discussing personnel matters and meeting with attorneys representing the Council in an advisory situation, and for any other purpose authorized by and consistent with the Colorado Open Meetings Law. Executive Sessions are closed to the public. The public will be able to speak at a designated time during the open portion of these meetings; however, recordings of Executive Sessions are not available to the public.

There are three committees of the Planning Council: Executive Committee, Finance Committee, and Human Resources (HR) Committee. NFRMPO staff and representatives of the Planning Council meet to discuss issues related to these topics and make recommendations to the full Planning Council. Meetings are posted on the NFRMPO website along with agendas and meeting minutes.

In addition to the Planning Council meetings every month, NFRMPO staff reports to three committees: the Technical Advisory Committee (TAC), Larimer County Mobility Committee (LCMC), and Weld County Mobility Committee (WCMC). Public comment periods are provided at each meeting.

**TAC:** TAC consists of technical staff from member communities, CDOT, transit agencies, NoCo Bike & Ped Collaborative, RAQC, CDPHE-APCD, FHWA, FTA, and a representative of the senior community. Meetings are held at the Windsor Recreation Center on the third Wednesday of every month. Meeting packets are uploaded to the NFRMPO website each month one week prior to the meeting, as are handouts and minutes. The meeting packet is distributed through a listserv one week prior to each meeting. Opportunity for public comment is provided at the beginning and end of every meeting.

**LCMC:** The LCMC is the Local Coordinating Council (LCC) for the portion of the NFRMPO within Larimer County, which includes the communities of Berthoud, Fort Collins, Loveland, Timnath, and portions of Windsor. Representatives from transit agencies, human service agencies, and private transportation companies provide input on mobility needs for older adults and individuals with disabilities. Meetings are held on the fourth Thursday of every other month at the NFRMPO office in Fort Collins. Meeting packets are uploaded each month one week prior to the meeting and are distributed via email through a listserv. Opportunity for public comment is provided at the beginning of every meeting.

**WCMC:** The WCMC is the LCC for the portion of the NFRMPO within Weld County, which includes the communities of Eaton, Evans, Garden City, Greeley, Johnstown, LaSalle, Milliken, Severance, and Windsor. Representatives from transit agencies, human service agencies, and private transportation companies provide input on mobility needs for older adults and individuals with disabilities. Meetings are held on the fourth Tuesday of every other month and meeting locations rotate through member agencies' offices. Meeting packets are uploaded each month one week prior to the meeting and are distributed via email through a listserv. Opportunity for public comment is provided at the beginning of every meeting.



The NFRMPO also provides staff time to the following non-NFRMPO committees in the region. Though not officially NFRMPO committees, the following meetings are important to addressing transportation issues on a regional level.

**NoCo Bike & Ped Collaborative (NoCo):** NoCo consists of planners, engineers, advocates, and other members of the public working to improve bicycle and pedestrian facilities in Northern Colorado communities. The group hosts trainings and promotes regional efforts. Meetings are held on the second Wednesday of each month at the Windsor Recreation Center. Meeting packets are uploaded each month one week prior to the meeting and are distributed via email through a listserv. Members of the public are welcome to attend and participate in each meeting.

**Senior Transportation Coalition (STC):** STC consists of public and private transportation providers, advocates, and older adults who wish to improve mobility for older adults in Larimer County. The group meets the first Thursday of every other month at the South Transit Center in Fort Collins. Meeting materials are posted to the website one week prior to the meeting and distributed through an email listserv.

**I-25 Funding Committee:** The I-25 Funding Committee is a committee of the I-25 Coalition, which meets monthly to discuss funding improvements to I-25 in Larimer and Weld counties. Members represent the local, state, and federal levels. Meetings are held on the first Friday of each month at the Candlelight Dinner Theater in Johnstown. Meeting materials are posted to the website one week prior to the meeting and are distributed via email through a listserv.

Transit service is available to the NFRMPO Office through Transfort. Transit is not available to the meeting location for the Technical Advisory Committee (TAC) in Windsor. The Planning Council meetings rotate between the member communities each month, and transit service is only available in Fort Collins, Greeley, and Loveland; however, COLT service ends at 6:48 p.m. and GET service ends at 9:00 p.m. LCMC meetings are held at the NFRMPO office and WCMC meetings are held in various locations in Greeley. The NFRMPO does provide a call-in option to many of its meetings upon request. The NFRMPO does not provide transportation to/from meetings.

Annually, NFRMPO member communities pay their portion of the local match funding amounts for the federal and state funding the NFRMPO receives from CDOT and FHWA. As members of the MPO, contributions are required and a part of each entities annual budget.

### **Partnerships**

The planning process involves more than just the NFRMPO and community members and requires the NFRMPO to work with other public agencies to tackle major regional issues. For example, while working on the Statewide Transit Plan, CDOT initiated a transit survey to Older Adults and Adults with Disabilities. Once completed, CDOT provided the results to the NFRMPO. The NFRMPO expects to maintain and expand these relationships for future opportunities.

The NFRMPO continues working with local governments and other organizations when a member agency is doing outreach. This provides the NFRMPO with an understanding of what is happening at the local level and provides the public additional opportunities to understand what the NFRMPO is doing. The NFRMPO can provide the local agency with supplementary outreach tools and can spread awareness of

such events. For example, the NFRMPO attended an event at La Familia in Fort Collins, providing surveys in Spanish at an employment fair.

Further, local communities consistently provide input to the NFRMPO. Elected officials and municipal staff participate in their own public involvement processes and bring the results to the attention of the NFRMPO. One tool the NFRMPO uses are the region's local Transportation Boards, which provide transportation input to the various City Councils. Receiving this input from municipal staff and elected officials allows staff to incorporate it into plans, ensuring the local municipalities provide valuable insight, and guarantee a continued conversation.

### **Involving Environmental Justice (EJ) and LEP Populations**

The NFRMPO takes its interactions with EJ and LEP populations seriously, ensuring low-income and minority residents have opportunities to participate in the transportation planning process. NFRMPO staff aims to expand community outreach, identify new strategies, and build relationships within the region. The NFRMPO maps EJ populations using up-to-date American Community Survey (ACS) data, available from the US Census Bureau. This is done by working with community organizations and leaders, advertising and notifying using community-sensitive methods, and by being willing to pivot to new strategies if past or current efforts are not successful.

The NFRMPO has identified the following methods for addressing barriers to participation:

- Working with partner agencies has been the most fruitful approach to reaching out to vulnerable populations. By working with agencies that already have relationships and trust, the NFRMPO can enter situations as more of a trusted organization. This has proven successful in the *2045 RTE* survey, which had five percent of overall survey responses in Spanish.
- The NFRMPO will ensure all reasonable requests for accommodation are met. This may mean translating documents, hiring a translator, and hosting events in community locations like churches, community centers, or other community meeting spaces and at times that fit into different work schedules. Instructions for how to request these services are available in **Appendix D** of the *2019 PIP*.
- NFRMPO staff will attend trainings as they are available and relevant, helping staff be more culturally sensitive and aware. A more aware and sensitive staff will be able to interpret the source material into more understandable and accessible material.
- All materials will be clear, concise, and use a variety of visual materials, including text, charts, graphs, and maps. This will make it easier to understand, provide context, and be helpful for LEP populations. These materials will also be translatable into languages other than English.
- NFRMPO staff will attend community events.

The NFRMPO understands the importance of involving EJ populations in the planning process, and there is potential for NFRMPO staff to undertake a more robust EJ Plan during the lifespan of this PIP. This EJ Plan could include more robust analysis, additional indicators, and specific strategies for addressing disparate impacts to these communities. Analysis done as part of the *EJ Plan* will be incorporated into future iterations of the PIP and will supersede this section. In addition, the *Title VI Plan* and *LEP Plan* will be updated and expanded in 2019. These plans will build on analysis done as part of the PIP and ensure all populations are involved in the transportation planning process.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date		Agenda Item	Submitted By
April 4, 2019 Greeley		Draft FY 2020-2023 Transportation Improvement Program (TIP)	Medora Bornhoft
Objective/Request Action			
To review and discuss the Draft FY 2020-2023 TIP.			<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"> <li>The FY 2020-2023 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2020 through 2023.</li> <li>All projects with funding in FY 2020-2022 in the current FY 2019-2022 TIP were carried forward to the Draft FY 2020-2023 TIP.</li> <li>In addition, the Draft FY 2020-2023 TIP includes projects submitted during the January 22 – February 12 submission window and projects awarded funding in the FY 2022-2023 Call for Projects.</li> <li>A call for roll-forwards will be held in the summer to roll unbudgeted FY 2019 funding into FY 2020.</li> <li>The policies and procedures in the FY 2020-2023 TIP are carried forward from the FY 2019-2022 TIP; however, the following has been updated in <b>Section 1</b>:             <ul style="list-style-type: none"> <li>Clarified the TIP Delay Procedure by referencing the milestone dates in the project application instead of the year funding is assigned/programmed in the TIP (pp. 9-10).</li> <li>Clarified the length of a capacity project that requires an Amendment from “travel lane at least one mile in length” to “two lane miles”, which reflects how the length has been interpreted (p. 11).</li> <li>Added a description of the Annual Listing of Obligated Projects (ALOP) (p. 6).</li> <li>Revised the Project Prioritization and Selection section to reflect the outcomes of the FY 2020-2021 Call for Projects and the FY 2022-2023 Call for Projects (pp. 4-5).</li> <li>Expanded the Transportation Performance Management (TPM) section to reflect the targets adopted by the NFRMPO (pp. 15-18).</li> </ul> </li> <li>The format of the TIP project tables in Section 3 has been revised to improve readability.</li> <li>The Environmental Justice areas in Appendix A have been updated as defined in the adopted <u>2019 Public Involvement Plan (PIP)</u>.</li> </ul>			
Committee Discussion			
<ul style="list-style-type: none"> <li>The Technical Advisory Committee (TAC) discussed the Draft FY 2020-2023 TIP at their March 20, 2019 meeting. Based on TAC feedback, staff will research policy options for swapping funds among projects in the same funding program based on project readiness.</li> </ul>			
Supporting Information			
<ul style="list-style-type: none"> <li>The full Draft FY 2020-2023 is available for Planning Council review at <a href="https://nfrmpo.org/wp-content/uploads/draft-fy20-23tip.pdf">https://nfrmpo.org/wp-content/uploads/draft-fy20-23tip.pdf</a>.</li> <li>Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the Draft TIP as the information becomes available.</li> <li>The public comment period for the Draft FY 2020-2023 TIP opens April 1, 2019 and closes April 30, 2019.</li> </ul>			
Advantages			
<ul style="list-style-type: none"> <li>Approval of the TIP will ensure the timely merger of projects into the STIP so budget processes can occur at the beginning of the State FY 2020 on July 1, 2019.</li> </ul>			
Disadvantages			
<ul style="list-style-type: none"> <li>None.</li> </ul>			
Analysis/Recommendation			
Staff requests Planning Council review and discuss the Draft FY 2020-2023 TIP Narrative and Tables.			
Attachments			
<ul style="list-style-type: none"> <li>Draft FY 2020-2023 TIP: Section 1</li> </ul>			



North Front Range  
Metropolitan  
Planning  
Organization

# FY 2020 - 2023 Transportation Improvement Program (TIP)

Section 1 Only. For entire TIP, please visit  
<https://nfrmpo.org/wp-content/uploads/draft-fy20-23tip.pdf>.

March 12, 2019  
Draft for Discussion

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## List of Abbreviations

ALOP	Annual Listing of Obligated Projects
APCD	Air Pollution Control Division
AQCC	Air Quality Control Commission
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and the Environment
CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GET	Greeley Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
IGA	intergovernmental Agreement
MAP-21	Moving Ahead for Progress in the 21st Century Act
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation and Air Quality Planning Council
NOx	Nitrogen Oxides
OMB	USDOT Office of Management and Budget
PIP	Public Involvement Plan
POP	Program of Projects
RAQC	Regional Air Quality Council
RSC	Regionally Significant Corridor
RTP	Regional Transportation Plan
SIP	State Implementation Plan
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TCM	Transportation Control Measures
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
USDOT	US Department of Transportation
VOC	Volatile Organic Compounds



## SECTION 1: INTRODUCTION AND RESPONSIBILITIES

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the North Front Range Metropolitan Planning Organization (NFRMPO) on June 28, 1988, and as the Air Quality Lead Planning Agency for Carbon Monoxide (CO) on June 22, 1993. The Regional Air Quality Council (RAQC) was designated as the Lead Planning Agency for Ozone in the North Front Range on July 19, 2013<sup>1</sup>. Local government members of the Planning Council include: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of Larimer and Weld counties. The Colorado Transportation Commission and the Colorado Department of Public Health and the Environment (CDPHE), also hold voting membership.

The NFRMPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The TIP includes all regionally significant and/or federally funded transportation projects to be implemented in the North Front Range region over a four-year time period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine if the TIP is consistent with the adopted regional transportation plan (RTP) and is produced through the continuing, cooperative, and comprehensive (3C) transportation process. FHWA and FTA approve conformity determinations in accordance with [40 CFR Part 93](#). The FHWA, FTA, and the Environmental Protection Agency (EPA) approve the TIP.

The NFRMPO Planning Council is responsible for making, and the Air Quality Control Commission (AQCC) is responsible for concurring with, the NFRMPO conformity determinations on the TIP working with CDPHE's Air Pollution Control Division (APCD).

The NFRMPO Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Planning Council on technical matters. The TAC is comprised of one voting staff member from each member entity, one staff member from the Colorado Department of Transportation (CDOT), one staff member or representative from CDPHE-APCD, and non-voting members representing seniors, FHWA, FTA and RAQC. The TAC reviews and recommends most matters considered by the Planning Council.

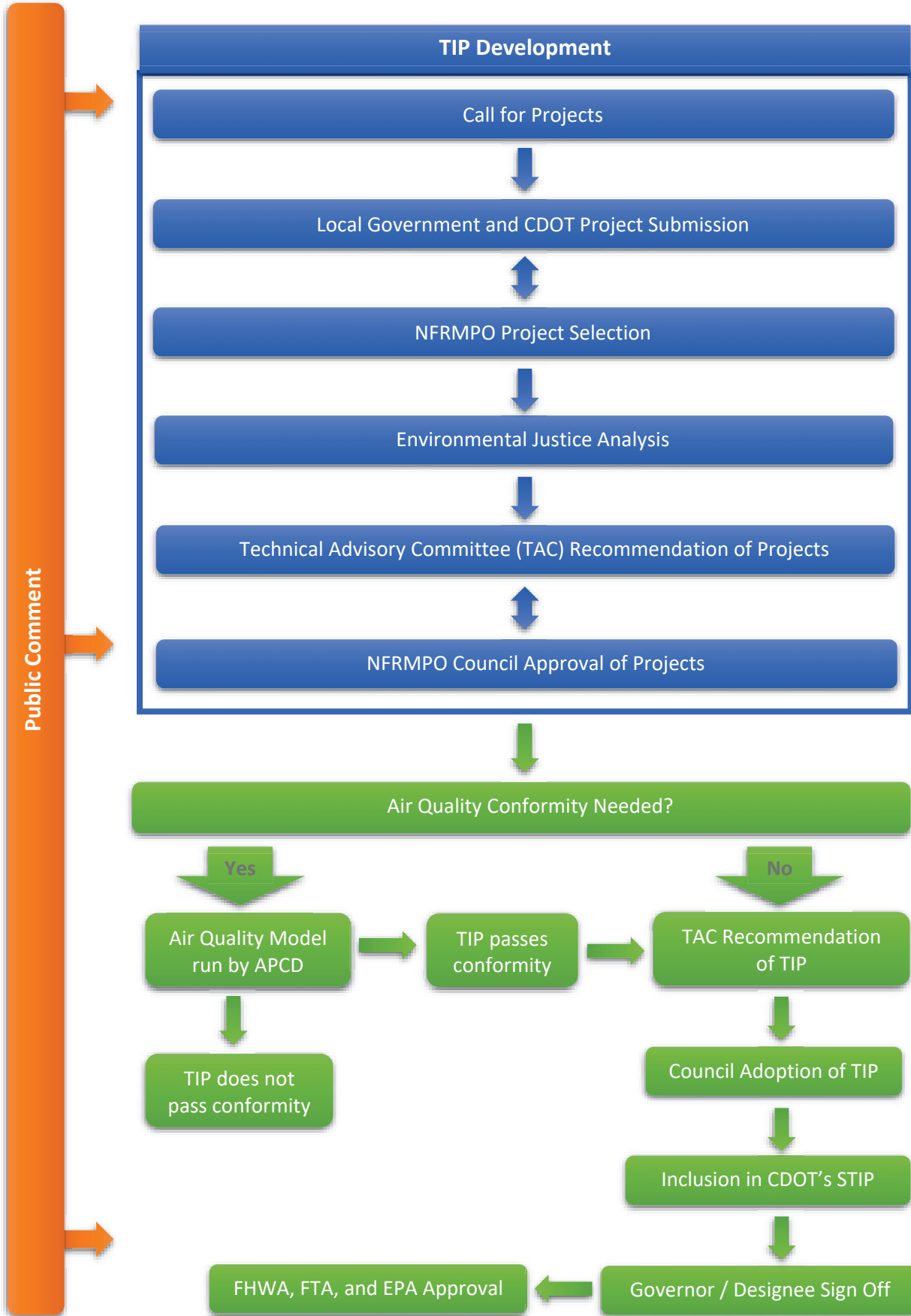
The Colorado Governor approves the TIP, as shown in **Figure 1**. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

While **Figure 1** appears hierarchical, many of the identified groups work closely in the development and approval of the TIP in an iterative and collaborative process.

---

<sup>1</sup> Colorado Executive Order B2013-007, July 19, 2013

Figure 1: NFRMPO TIP Process



## Transportation Improvement Program (TIP) Development

The NFRMPO develops its transportation plans and programs using the 3C planning process, as required by [23 CFR §450.306](#) and [49 CFR §613.100](#). The Fixing America's Surface Transportation (FAST) Act, adopted December 4, 2015, is the current, comprehensive federal legislation addressing surface transportation and guides the long-range planning process. The FAST Act contains 10 planning factors which must be addressed by the 3C metropolitan transportation planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The first eight planning factors were established with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) in 2012 and carried forward in the FAST Act. The NFRMPO's [2040 Regional Transportation Plan \(RTP\)](#), adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017, includes consideration of the eight planning factors, as required by MAP-21.

The RTP is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx) budgets outlined in the applicable Colorado State Implementation Plans (SIPs). A corridor-based RTP provides greater flexibility for financial constraint and selecting projects for the TIP.

The 3C metropolitan transportation planning process requires the NFRMPO produce and maintain a multi-year TIP, which is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects using federal, state, and local funds. Specifically, all projects funded under [Title 23 U.S.C. Chapters 1 and 2](#) or [Title 49 U.S.C. Chapter 53](#) are included in the TIP, as are all regionally significant projects requiring an action by the FHWA or the FTA and all regionally significant projects funded with other Federal, state, or local sources. The time period for this TIP is Fiscal Year (FY) 2020 – FY 2023.

The TIP identifies the type of improvement, a short project description, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has significant flexibility and projects may be moved within the four years of the TIP with an Administrative Modification if funds become available, projects are delayed, or priorities change. In addition, Amendments may be made as necessary, through the adopted TIP Amendment process described later in this document.

The NFRMPO's TIP project list must be incorporated without changes into the STIP developed by CDOT and approved by the Colorado Governor.

## Project Prioritization and Selection

Projects in the TIP must be in alignment with the policies of an approved RTP and follow the adopted 2015 Congestion Management Process (CMP), outlined in the 2040 RTP. The TIP must be consistent with other transportation plans and programs within the region and must show conformity according to air quality budgets outlined in the applicable SIPs. The NFRMPO must provide residents, public agencies, and other interested parties with an opportunity to review and comment on the projects identified in the TIP prior to its adoption.

The FAST Act requires the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources reasonably expected to be available to carry out the program, and identifies innovative financing techniques to finance projects, programs, and strategies.
- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the EPA's transportation conformity regulations.

NFRMPO and CDOT worked together to produce the financial plan for the TIP, which provides the basis for fiscal constraint. Highway capacity projects programmed in the TIP are required by the NFRMPO, FHWA, and FTA to be consistent with the 2040 RTP and the adopted 2015 CMP.

The TIP includes projects selected for Congestion Mitigation & Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and the Transportation Alternatives (TA) funding through the FY 2020-2021 Call for Projects held in 2016 and the FY 2022-2023 Call for Projects held in 2018-2019.

### FY 2020-2021 Call for Projects

The NFRMPO selected projects in the FY 2020-2021 Call for Projects using the project scoring criteria and process approved on October 2, 2014 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on November 3, 2016 and include six STBG projects, eight CMAQ projects, and one TA project.

If additional funding is allocated to CMAQ, STBG, or TA funding programs within the first two years of the TIP (FY 2020-2021), the following processes will be used to assign funds to projects:

- **CMAQ Program:** Additional funding will be assigned to the next highest ranked, partially funded project.
- **STBG Program:** Additional funding will be split between the three partially funded large community projects.
- **TA Program:** As there are no partially funded projects, TAC will determine how to allocate additional funding.

### FY 2022-2023 Call for Projects

The NFRMPO selected projects in the FY 2022-2023 Call for Projects using the project scoring criteria and process approved on October 4, 2018 by the NFRMPO Planning Council. The selected projects were approved by Planning Council on March 7, 2019 and include five CMAQ projects, four STBG projects, and two TA projects. In addition, two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding

becomes available. The process for allocating additional CMAQ and TA funding in FY 2022-2023 will be identified in a future TIP document, as funds cannot be allocated until at least FY 2022.

### Other TIP Projects

CDOT is responsible for projects shown for several other funding programs. As with all projects in the TIP, fiscal constraint by year and funding program is required. Changes in allocations to CDOT-sponsored programs and projects prompt TIP Amendments or Modifications.

Transit operators are responsible for projects in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from FTA formula funds, a competitive process, or projections from past trends. The total amount available for a program is based on funding authorized under the FAST Act and is apportioned according to population or competitive process. In the NFRMPO region there are two transit providers that receive FTA funds based on population: City of Fort Collins (Transfort) and Greeley Evans Transit (GET):

- Transfort receives FTA 5307, FTA 5310, and FTA 5339 funds directly based on an urbanized area formula program for areas with population between 200,000 and 999,999. Transfort receives the FTA funds on behalf of the Fort Collins Transportation Management Area (TMA) which includes Berthoud, Fort Collins, Loveland, and Windsor.
- GET is a direct recipient of FTA 5307 funding and a sub-recipient of FTA 5310 and FTA 5339 funding from CDOT. GET uses the FTA funds to cover the Greeley, Evans, and Garden City area.

Both transit providers produce a Program of Projects (POP) each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas or a competitive process. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. The POPs are amended into the TIP as they are received. The FTA requires all projects be included in the TIP and the STIP before funds can be obligated.

According to [23 CFR 450.326\(h\)](#), projects that are consistent with the “exempt project” classifications contained in [40 CFR Part 93, Subpart A](#), may be grouped in the TIP instead of being identified individually. The TIP displays grouped projects within their funding pool, with funding information identified for the pool total.

## Conformity Determination

Meeting air quality requirements is an objective of the [2040 RTP](#) as well as a federal requirement. Federal regulations specify the national air quality standards, while SIPs identify the amount of transportation emissions that can be emitted to achieve the national standards. All regionally significant projects in the FY 2020-2023 TIP are included in the [2040 RTP](#), as amended on June 1, 2017, and are included in the applicable Conformity Determination. Both the FY 2020-2023 TIP and [2040 RTP](#) meet the air quality conformity requirements. Additional information on the Conformity Determination can be found at <https://nfrmpo.org/air-quality/>.

## Congestion Management

Federal requirements state that regions with a population of more than 200,000, known as TMAs, must maintain a CMP and use it to make informed transportation planning and programming decisions. The CMP monitors performance on all regionally significant congested corridors outlined in the [2040 RTP](#). The Fort Collins TMA was designated in 2002 as a result of data from the 2000 Census.

The NFRMPO's CMP requires project sponsors of projects located on Regionally Significant Corridors (RSC) demonstrate conformity with the CMP. The NFRMPO tracks performance measures and monitors the system and presents it to the public in a periodic CMP report.

## Public Participation

The NFRMPO follows FHWA and FTA requirements for public participation for all plans and projects. The NFRMPO carries out a process that is open to all desiring to participate, and provides both the public and private sectors with reasonable opportunities to comment on the TIP during its development. To notify the public, the NFRMPO makes copies of the document available for public review at the NFRMPO offices and on its website, and holds at least two NFRMPO Planning Council and two NFRMPO TAC meetings to take public comments.

The Public Involvement Plan (PIP), adopted March 7, 2019, guides the NFRMPO's public participation activities for all plans and programs, including the TIP.

## Annual Listing of Obligated Projects

Each year the NFRMPO publishes the Annual Listing of Obligated Projects (ALOP) which reports on the surface transportation projects that received an obligation of federal funds in the previous year. The term "obligation" means a legal commitment by the Federal government "to pay or reimburse a State or other entity for the Federal share of a project's eligible costs."<sup>2</sup> To receive an obligation of federal funds, a project must first be programmed in the TIP. The ALOP supplements the TIP by reporting the obligations that occurred for projects that are programmed to receive funding.

## Funding Sources

The project listings in **Section 2** of the TIP are organized by funding program and phase, consistent with those found in the STIP. Federal/non-federal match ratios vary across funding types. The abbreviations used in the TIP project tables under "Funding Program" are defined in **Table 1. The abbreviations for project phases are identified in Table 2.**

The list in **Table 1** is current as of the publication of this document and funding types are subject to change. Some programs listed here may not have funds assigned to North Front Range project locations during the period covered by this TIP. Additionally, new funding sources may emerge or funding categories may change as new legislation is adopted and may be used for future projects in the TIP.

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<sup>2</sup> Funding Federal-Aid Highways. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/04.cfm>. January 2017.

**Table 1: Funding Program Abbreviations**

HIGHWAY	
Abbreviation	Funding Source
ADA	Americans with Disabilities Act
AQC	Congestion Mitigation and Air Quality Improvement (CMAQ)
BR	Bridge-On State System
BRO	Bridge-Off State System
CR	Congestion Relief
ER	Emergency Relief
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recover (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRH	Safety – Railroad Crossing Elimination
SRP	Safety – Railroad At-Grade Crossing Protection
SRTS GRNT	Grants: Safe Routes to School
STBG	Surface Transportation Block Grant
STS	Surface Transportation Program – Safety
STU	Surface Transportation Program – Metropolitan (STP Metro)
TAP	Transportation Alternatives Program (Region 4)
TA	Transportation Alternatives program (NFR)
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for local projects STL-FASTER (State) transit funding for regional or State projects
FTA5304	Transit 5304: Statewide Planning
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5309	Transit 5309: Capital Investment Program (discretionary capital funds)
FTA5310	Transit 5310: Enhanced Mobility of Seniors & Individuals with Disabilities



<b>Abbreviation</b>	<b>Funding Source</b>
FTA5311	Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339	Transit 5339: Bus and Bus Facilities Program
<b>ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:</b>	
7PX	Senate Bill 228 Funds (State)
CDC	Capital Development Committee (State)
CPG	Consolidated Planning Grant
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
HUTF	Highway Users Tax Fund (State)
ITI	ITS Investments
L	Local
LO/LOM	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
NHPP	National Highway Performance Program
RAG	Railroad Crossing Program – At Grade
RAMP	Responsible Acceleration of Maintenance and Partnerships
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)
TIGER	Transportation Investment Generating Economic Recovery

*Note: CDOT periodically updates abbreviations associated with various funding programs. As those are assigned to specific projects and replace the abbreviations used initially in the TIP, the TIP will be administratively amended to reflect the changes as needed.*

**Table 2: Project Phase Abbreviations**

Abbreviation	Project Phase
C	Construction
D	Design
E	Environmental
M	Miscellaneous
R	Right of Way
U	Utilities

## Project Delay Procedure

The goal of the NFRMPO’s TIP Project Delay Procedure is to maximize the federal funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress.

The delay procedure applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).

The delay procedure provides an incentive for local agency sponsors to develop their projects according to an identified schedule and expedite the use of federal funds. Projects are reviewed on an annual basis, with TAC providing recommendations to Planning Council on granting extensions, if necessary, occurring the month following review.

Each project subject to the delay procedure identifies the anticipated timing of project milestones in the project’s application. A “delay” occurs:

- When a construction-related project is not advertised during the fiscal year identified in the project application, adjusted by the difference between the first year of funding requested in the application and the first year of funding awarded.
- When a non-construction project or program is not issued a “Notice to Proceed” during the fiscal year identified in the project application, adjusted by the difference between the first year of funding requested in the application and the first year of funding awarded.

Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.

Granting extensions on delays:

- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for

the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions.

## Federal Cost Principles

In its efforts to deliver on the promise of a 21st-Century government that is more efficient, effective and transparent, the [USDOT Office of Management and Budget \(OMB\)](#) has streamlined the OMB Circulars on Administrative Requirements, Cost Principles, and Audit Requirements for all Federal awards into one document, referred to as the Federal Cost Principles. Guidance published December 26, 2013, is in effect for all federal awards or funding increments to nonfederal entities as of December 26, 2014, and will apply to nonfederal entity audits for fiscal years beginning on or after that date. This guidance supersedes and streamlines requirements contained in OMB Circulars A-21, A-50, A-87, A-89, A-102, A-110, A-122 and A-133 by consolidating the requirements of these eight documents into one.

The Federal Cost Principles require local agencies establish the projects’ period of performance start and end date and include it in the Federal Award. Changes to the Federal Award may only include allowable costs incurred during the period of performance. Any extension or modification to the project end date must be authorized by the FHWA or FTA. The Local Agency must submit, no later than 90 calendar days after the end date of the period of performance, all financial, performance, and other reports as required by the terms and conditions of the Federal award. The project must be closed and all final reimbursements be made in this 90-day period. CDOT is required to evaluate the risk of each Local Agency to effectively deliver the project. **Table 3** explains the Federal code related to the Federal Cost Principles.

**Table 3: References to Federal Cost Principles<sup>2</sup>**

References to Federal Cost Principles		
1.	Period of Performance	<a href="#">200.309</a>
2.	Project Closeout	<a href="#">200.343</a>
3.	Evaluation of Subrecipient’s Risk	<a href="#">200.205</a> , <a href="#">200.207</a> , <a href="#">200.331</a>
4.	Performance Management	<a href="#">200.301</a>
5.	15 Standard Data Sets	<a href="#">200.210</a> , <a href="#">200.331</a>
6.	Indirect Cost Rates	<a href="#">200.331</a> , <a href="#">200.414</a> , <a href="#">200.68</a>
7.	Time and Effort Rules	<a href="#">200.430(i)</a>
8.	Internal Controls	<a href="#">200.303</a>
9.	Required Disclosures	<a href="#">200.112</a> , <a href="#">200.113</a>
10.	Procurement	<a href="#">200.317-200.326</a> , <a href="#">2 CFR 1201.317</a>
11.	Payments	<a href="#">200.305</a>
12.	Single Audit (A-133) Requirements	<a href="#">200.501</a>

## Entities Eligible for Funding

Applications for TIP projects which involve public-private partnerships are only accepted from a member government when the member government assumes sole responsibility for the project. Private sector partners

may include, but are not limited to, trail management groups, developers, and financiers. Member governments will represent their private sector partner(s) in all dealings with NFRMPO, CDOT, FHWA, or FTA. The private sector partner may not participate in such activities without the sponsoring local government present. Eligible projects must demonstrate a strong public benefit. Partnerships must have a legal, written agreement in place between the public agency and the private entity before a project may be included in the TIP.

## Partially Funded Projects and Program Efficiencies

During a call for projects, the project selection committee may stay within financial constraints by reducing the funding of a proposed project before it is programmed into the TIP. Such partially funded projects may be awarded additional funding if and when it becomes available. Project sponsors of partially funded projects will need to reapply in subsequent calls to be considered for additional funding. An important consideration for Project Sponsors is the following excerpt from Title 23 of the U.S. Code regarding engineering cost reimbursement:

“If on-site construction of or acquisition of right of way for a highway project is not commenced within 10 years (or such longer period as the State requests and the Secretary determines to be reasonable) after the date on which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account), for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds reimbursed for the preliminary engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section,” (23 U.S.C. §102).”

Typically, CDOT’s intergovernmental agreements (IGAs) with local agency Project Sponsors concerning federal-aid projects contain provisions to ensure that local agencies would, in turn, provide the state with the funds necessary to satisfy this cost reimbursement provision of the federal law.

Some projects that were initially programmed in the TIP prior to Fiscal Year 2020 remain active, but have not reached the implementation phase at the time the TIP was being updated. In the project funding tables these projects are listed with the note, “Roll Forward,” because their implementation is scheduled to proceed in FY 2020.

As each fiscal year draws to a close and a new one started, the TIP’s project funding tables are revised to reflect additional instances for which the funding for projects needs to be rolled forward. Rolling forward the projects subject to the NFRMPO’s Delay Policy occurs only if their schedules are being extended in accordance with those requirements and the funding remains available.

## TIP Amendment and Modification Process

Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. The NFRMPO forwards TIP Amendments and Modifications to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by the Planning Council are accompanied by a Resolution of Adoption. Subsequently, each Administrative Modification will be provided for informational purposes to both the TAC and Planning Council. Any member may request Planning Council review of any action taken by NFRMPO staff or the TAC. The two types of TIP changes are described in the following sections.

### Policy Amendments

Policy Amendments require TAC review and Planning Council approval for all CMAQ, STBG, TA funded and Air Quality Significant Projects.

Examples of Air Quality Significant Projects are:

- Adding at least two (2) lane miles, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. A change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
6. Any significant change in the scope of a project. A scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Policy Amendments will be processed according to the following schedule:

- Amendments will be processed every other month, including January, March, May, July, September, and November.
- The deadline to submit an Amendment request is 5:00 pm on the first business day of the month the Amendment is processed.
- The 30-day Public Comment period for TIP Amendments will open when the next TAC meeting packet is released, one week prior to the TAC meeting.
- TIP Amendments will go to TAC and Council once each for Action. Council adoption of the TIP Amendment will be contingent on public comments received during any portion of the 30-day Public Comment period occurring after the Council meeting.

### Administrative Modifications

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, and does not change the scope of the project.
3. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
4. A change of less than \$5M in the total amount of a CDOT STIP pool in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.

5. Changes in the projects included in a CDOT STIP pool due to Transportation Commission action, including a change in the state resource allocation.

Administrative Modifications will be processed within two weeks of receipt. Processed Modifications are posted to the NFRMPO TIP webpage, available at <https://nfrmpo.org/tip/>, at least monthly. Each quarter, processed Modifications from the previous three months are provided to the TAC and Planning Council for informational purposes.

For projects funded through CDOT-managed pools that are not regionally significant or transit projects, the NFRMPO TIP shows pool totals by year. CDOT will provide a list of the projects within each pool. The NFRMPO TIP Table refers readers to the CDOT STIP Report for project funding within the CDOT-managed pools. To access the STIP tables, please visit: <https://www.codot.gov/business/budget>.

### Emergency Funds

Projects receiving funding from the Emergency Relief Program [23 CFR 668.105](#) may be processed into the STIP prior to being processed into the TIP. CDOT shall follow up and request a TIP Amendment or Modification at the same time the STIP action is requested. The procedure for projects providing emergency repairs as defined by the Governor, the Transportation Commission, or the CDOT Executive Director will be addressed on a case by case basis.

## Environmental Justice

### [Executive Order 12898 – 1994](#)

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income populations, requires the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), to make EJ part of an MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

### [DOT Order 5610.2\(a\) – May 2012](#)

In May 2012, DOT issued an updated internal Order, *Actions to Address EJ in Minority Populations and Low-Income Populations* (DOT Order). The DOT Order updates the Department's original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of the USDOT's strategy to promote the principles of EJ in all DOT programs, policies, and activities.

### NFRMPO Environmental Justice Process

An EJ analysis is completed for all location-specific individual projects included in the TIP, and is presented in **Appendix A: Environmental Justice Analysis**. An EJ Analysis is also completed for all location-specific individual projects amended into the TIP. If a project is located in, within ¼ mile of, or adjacent to an area with a substantial EJ population, it is considered to be an EJ project. If it does not, it is considered to be Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under this DOT Order, an adverse effect may include:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community’s economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community; and
- Denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.

An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment,” defined in DOT Order 5610.2(a) as:

- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.

All EJ analysis procedures are completed by NFRMPO staff. **Table 4** lists the benefits and burdens reviewed for EJ or Non-EJ projects.

**Table 4: Environmental Justice Benefits and Burdens**

Benefit	Burden
Decrease in travel time	Bodily impairment, infirmity, illness, or death
Improved air quality	Air, noise, and water pollution and soil contamination
Expanded access to employment opportunities	Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Adverse impacts on community cohesion or economic vitality
	Noise and vibration
	Increased traffic congestion, isolation, exclusion, or separation



## Transportation Performance Management

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The application of the TPM approach is directed by federal regulations and guidance, ensuring that transportation investments are performance-driven and outcome-based.

The FHWA performance management regulation outlines major activities that State DOTs and MPOs should approach in a cooperative manner, including establishing targets, developing reporting standards, and incorporating TPM elements in the statewide and metropolitan planning processes. For more information on the federal requirements and regulations, visit the FHWA TPM website: <https://www.fhwa.dot.gov/tpm/>.

The objective of the performance and outcome-based program first identified in MAP-21 and carried forward in the FAST Act, is for planning agencies to invest resources in projects that collectively support seven specific national goal areas, detailed in **Table 5**.

**Table 5: MAP-21 National Goals<sup>3</sup>**

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

National performance measures in seven program areas have been established by FHWA and FTA in support of the national goals: highway safety, infrastructure condition, system performance, freight, air quality, transit asset management, and transit safety. States were required to set targets for the highway safety measures by August 31, 2017 and were required to set targets for the infrastructure condition, system performance, freight, and air quality performance measures by May 20, 2018. After each of the state's deadlines, MPOs had 180 days to either support the State's targets or establish their own targets. Transit agencies were required to report

<sup>3</sup> §1203; 23 USC 150(b)

transit asset management (TAM) targets in their TAM plans by October 1, 2018, while MPOs were required to include TAM targets in TIPs and RTPs adopted after October 1, 2018. The transit safety targets must be set by transit agencies by July 20, 2020. The NFRMPO will adopt transit safety targets by July 20, 2021.

The NFRMPO has adopted targets for all of the federally-required performance measures with the exception of the transit safety targets. The NFRMPO adopted CDOT’s statewide targets for the highway safety, infrastructure condition, system performance, freight, and air quality performance measures as shown in **Table 6**. The NFRMPO adopted transit asset management targets by supporting the targets set by the transit agencies in the region, as shown in **Table 7**.

**Table 6: NFRMPO Targets for Federal Roadway Performance Measures**

Performance Measure	Statewide Target
<b>Highway Safety</b>	
Number of fatalities	644
Fatality rate per 100 million vehicle miles traveled	1.20
Number of serious injuries	2,909
Serious injury rate per 100 million vehicle miles traveled	5.575
Number of non-motorized fatalities and serious injuries	514
<b>Bridge and Pavement Condition</b>	
Percent of pavement on Interstate System in Good condition	47.0%
Percent of pavement on Interstate System in Poor condition	1.0%
Percent of pavement on non-Interstate System in good condition	51.0%
Percent of pavement on non-Interstate System in poor condition	2.0%
Percentage of NHS bridges in good condition	44.0%
Percentage of NHS bridges in poor condition	4.0%
<b>System Reliability</b>	
Percent of person-miles traveled on Interstate that are reliable	81.0%
Percent of person-miles traveled on non-Interstate NHS that are reliable	64.0%
Truck Travel Time Reliability Index	1.5
Total emissions reduction	105.000 kg/day VOC reduction 1,426.000 kg/day CO reduction 105.000 kg/day NOx reduction

**Table 7: NFRMPO Targets for Federal Transit Asset Management Performance Measures**

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Bus	15	25%
	Articulated Bus	17	
	Cutaway Bus	12	
	Automobile	10	
	Minivan	10	
	Truck/SUV	10	
GET	Bus	14	5%
	Cutaway (Fixed-Route)	7	10%
	Cutaway (Paratransit)	8	20%
Statewide Tier II	Bus	14	20%
	Cutaway Bus	10	7%-20%
	Automobile	8	50%
	Minivan	8	38%
Agency	Percent Service vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target
Transfort	Automobile	10	25%
	Truck and other rubber-tire vehicles		
GET	Equipment	10	1%
Statewide Tier II	Automobile	8 to 14	28%
	Truck and other rubber-tire vehicles		
Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	Target	
Transfort	Passenger Facility	25%	
	Passenger Parking		
	Maintenance		
	Administrative		
GET	Administrative	10%	
Statewide Tier II	Passenger Facility	19%	
	Passenger Parking		
	Maintenance		
	Administrative		

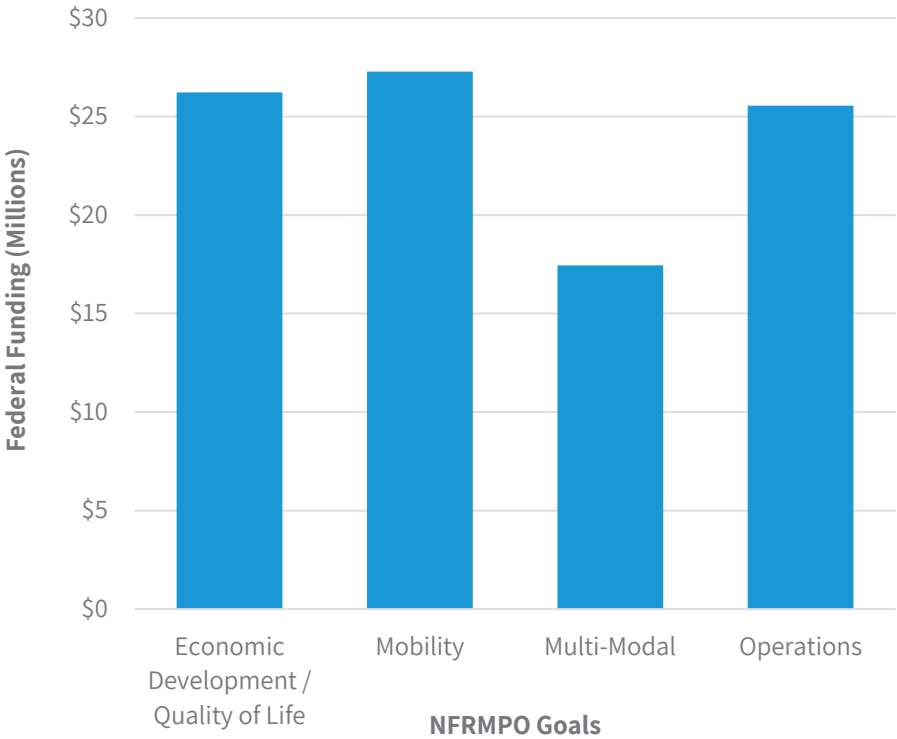
The projects in the first two years of the FY 2020-2023 TIP funded with CMAQ, STBG, and TA funding were selected prior to the adoption of the federally-required targets by the NFRMPO. However, the projects were scored and selected using the 2040 [Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) adopted

by the NFRMPO Planning Council on September 4, 2014. The 2040 GOPMT were developed to meet MAP-21 requirements, with each Goal, Objective, and Performance Measure directly relating to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. Project applications were scored in part on their ability to contribute to achievement of the established targets.

The projects in the FY 2020-2023 TIP funded with with CMAQ, STBG, and TA funding in FY 2022 and FY 2023 were scored and selected using the 2045 GOPMT adopted by the NFRMPO Planning Council on October 4, 2018. In addition, all CMAQ and STBG projects had to address at least one federally required performance measure.

In total, \$34.4M federal funds were awarded to CMAQ, STBG, and TA projects in FY 2020-2023. Each project awarded funding supports at least one of the four goals included in the 2040 and 2045 GOPMT. **Figure 2** identifies the amount of federal funding awarded in support of each of the four goals. Projects supporting the Mobility goal received the highest amount of funding, with \$27.3M, followed by Economic Development/Quality of Life at \$26.2M, Operations at \$25.6M, and Multi-Modal at \$17.4M.

**Figure 2: Project Funding by Goal, 2016 and 2018 Calls for Projects**



## Status of Major Projects from the FY 2019-2022 TIP

As required by [23 CFR 450.326\(n\)\(2\)](#), **Table 8** identifies the implementation status of major projects from the previous FY 2019-2022 TIP. The status indicates whether the project is programmed (project initiation is anticipated in FY 20 or beyond), initiated (construction is under contract), delayed, deleted, or completed. Major projects are defined as non-operations projects with a total cost greater than \$5M.

**Table 8: Implementation Status of FY 2019-2022 TIP Major Projects**

TIP ID	Project Title	Improvement Type	Sponsor	Status
2017-032	North I-25: Design Build	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2016-036	NFR I-25: Post EIS Design & ROW	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2017-054	2013 Flood Recovery	Emergency & Permanent Repairs	Larimer/Weld	Initiated
2019-014	North I-25: WCR38 to SH402	Highway Added Capacity, Modify & Reconstruct	CDOT Region 4	Initiated
2016-006	Weld County CNG Vehicles & Expansion	Vehicle Purchase	Weld County	Initiated
2020-010	Timberline Road Corridor Improvements	Modify & Reconstruct	Fort Collins	Programmed
2020-011	O Street Widening - 11th Avenue to WCR 37	Modify & Reconstruct, Bike/Ped Facility	Greeley	Programmed

# Zero Emission Vehicles (ZEV)

## 1. What percentage of the overall state fleet does the 940,000 EVs by 2030 represent?

CDOT forecasts that in 2030 the total light duty fleet in the state of Colorado will total 5,745,445 vehicles. In this context, the 940,000 EVs identified as a goal in the Executive Order represent **16.4%** of the total light duty fleet.

CDPHE is also working with a contractor to develop accurate estimates for the total Colorado fleet and anticipated EV adoption moving forward.

## 2. What are the current / anticipated emissions benefits of EVs powered via the electrical grid versus gasoline vehicles (i.e. is "burning coal" to charge cars actually better than gas)?

There are 53 utilities that operate in Colorado (2 investor owned, 29 municipal, and 22 rural cooperatives) and the generation mix varies between these significantly. Therefore, it is challenging to answer comprehensively whether electricity provides an emissions benefit in contrast to gasoline since it depends on the generation mix in a given utility area.

However, in 2013 the Southwest Energy Efficiency Project (SWEET) conducted an analysis of the emissions reduction benefits of EVs in the Denver Metro and North Front Range areas of the state based on Xcel Energy's generation mix from 2012. The results indicated that as of 2013, EVs provided a 13.3% GHG reduction, 99.4% CO reduction, and 4.5% NOx reduction compared to a new gasoline vehicle. Additionally, this benefit was projected to grow to 32.6% GHG reduction, 99.4% CO reduction, and 70.1% NOx reduction by 2020 as the electrical grid became cleaner.

Therefore, at least within the Xcel Energy service area, an EV already provides a greener option than a gasoline vehicle. Further analysis would be required to determine whether this is true outside of the Xcel Energy service area and which geographic areas provide the greatest and least benefit. However, unlike conventional vehicles, the emissions benefits of EVs will grow as the overall grid becomes less coal focused and integrates greater percentages of renewables. Several Colorado utilities, including Xcel Energy, Platte River Power Authority, and Holy Cross Energy, have already committed to achieve 60% - 100% carbon-free electricity generation between 2030 and 2050 (pledges vary by utility).

### More Information:

<http://www.swenergy.org/data/sites/1/media/documents/publications/documents/Denver%20Metro%20Air%20Quality%20Analysis.pdf>

## 3. How much do EVs currently pay into the Highway Users Tax Fund (HUTF)?

Currently EVs pay a \$50 per year registration fee in the State of Colorado. \$30 from each fee is directed to the Highway Users Tax Fund (which supports the maintenance and operations of the state highway system) and the remaining \$20 goes to the Electric Vehicle Grant Fund (which supports grant programs for EV charging infrastructure ).

### More information:

[https://www.leg.state.co.us/clics/clics2013a/csl.nsf/fsbillcont3/0602C7EBF986A79387257AEE00574BCD?Open&file=HB1110\\_f1.pdf](https://www.leg.state.co.us/clics/clics2013a/csl.nsf/fsbillcont3/0602C7EBF986A79387257AEE00574BCD?Open&file=HB1110_f1.pdf)

#### **4. Where is the EV Cost-Benefit Analysis referenced in the Executive Order?**

The Executive Order does not call for a new cost-benefit analysis, but in 2017, M.J. Bradley & Associates completed an Electric Vehicle Cost-Benefit Analysis for Colorado that:

“if the state meets long-term goals to reduce light-duty fleet GHG emissions by 80 percent from 2005 levels by 2050, which requires even greater PEV penetration, the net present value of **cumulative net benefits from greater PEV use in Colorado could exceed \$43 billion state-wide by 2050**. Of these total net benefits:

- \$4.1 billion will accrue to electric utility customers in the form of reduced electric bills
- \$29.1 billion will accrue directly to Colorado drivers in the form of reduced annual vehicle operating costs, and
- \$9.7 billion will accrue to society at large, as the value of reduced GHG emissions”

More Information:

[https://mjbradley.com/sites/default/files/CO\\_PEV\\_CB\\_Analysis\\_FINAL\\_13apr17.pdf](https://mjbradley.com/sites/default/files/CO_PEV_CB_Analysis_FINAL_13apr17.pdf)

#### **5. Is there a specific economic impact analysis for the proposed Colorado ZEV Rule? What about anticipated GHG reductions from the rule? If not, will one be completed prior to rulemaking?**

CDPHE is currently developing a ZEV Cost-Benefit Analysis that will be ready for public release in summer 2019, prior to the potential ZEV Rule hearings of the AQCC.

#### **6. Was there a CDPHE study (perhaps a few years ago) on the sources of ozone in Colorado? If so, where? Does it show (as stated by a STAC member) that the majority of ozone comes from outside of state and/or outside of the country?**

In 2017, the National Center for Atmospheric Research (NCAR) developed a report with the support of colleagues from NASA that sought to identify the sources of ground-level ozone along the Front Range. They concluded that the two largest contributors to local ozone production are mobile sources (i.e. vehicles) and oil and gas production. Motor vehicles emissions predominate from the southern Denver suburbs to the area around Boulder, while oil and gas operations are the primary local contributor between Boulder and Ft. Collins.

Background ozone levels (i.e. those that naturally occur or are generated outside of the Front Range) are between 40 and 50 ppb. A 2015 study by NASA identified atmospheric pollutants from China as one contributor (alongside periodic weather events such as El Nino) to the fact that ozone levels in Western states have failed to decrease by 2% as expected based on the 21% decline in US emissions between 2005 and 2010. Of this 2% “offset”, NASA concluded that 43% was accountable by Chinese emissions.

More Information:

<https://news.ucar.edu/129774/scientists-pinpoint-sources-front-range-ozone>  
<https://www.jpl.nasa.gov/news/news.php?feature=4685>