



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA

May 2, 2019

**Riverside Library & Cultural Center
3700 Golden Street
Evans, 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-April 2, 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

REPORTS:

Estimated Time

- | | | |
|----------------------------------|------------------|-------|
| 5) Report of the Chair | Kristie Melendez | 5 min |
| 6) Executive Director Report | Suzette Mallette | 5 min |
| 7) Finance (Pg.14) | Written/D. Clark | |
| 8) TAC (Pg.17) | (Written) | |
| 9) Mobility | (Written) | |
| 10) Q1 TIP Modifications (Pg.18) | (Written) | |

CONSENT ITEMS:

- | | |
|---|---------------|
| 11) 2019 NFRMPO Title VI Plan (Pg.22)
Resolution 2019-08 | Becky Karasko |
| 12) Greeley STBG Project Adjustment Request (Pg.51)
Resolution 2019-09 | Becky Karasko |

ACTION ITEMS:

- | | | |
|-------------------------------------|-----------------------------------|--------|
| 13) 2018 Audited Financials (Pg.64) | Crystal Hedberg/Kimberley Higgins | 20 min |
|-------------------------------------|-----------------------------------|--------|

PRESENTATION:

- | | | |
|------------------------------------|----------------------------------|--------|
| 14) CDOT Planning Process | Rebecca White | 20 min |
| 15) Introduction to VanGo™ (Pg.65) | Suzette Mallette/Crystal Hedberg | 15 min |

DISCUSSION ITEMS:

- | | | |
|--|------------------|--------|
| 16) FY2020-21 Unified Planning Work Program (UPWP) (Pg.76) | Suzette Mallette | 15 min |
| 17) 2019 Congestion Management Process (CMP) (Pg.80) | Ryan Dusil | 15 min |
| 18) 2045 Regionally Significant Corridors (RSC) (Pg.92) | Ryan Dusil | 5 min |

COUNCIL REPORTS:

5 min

- | | |
|--|---------------------------------|
| Transportation Commission | Kathy Gilliland/Heather Paddock |
| I-25 Update | Dave Clark |
| US 34 Coalition | Kristie Melendez |
| Statewide Transportation Advisory Committee (STAC) | (Written) |
| Host Council Member Report | Mark Clark |

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

NEXT MPO COUNCIL MEETING:
June 6, 2019
Town of Johnstown



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

Susan Gutowski, Councilmember

Alternate- Vacant

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)

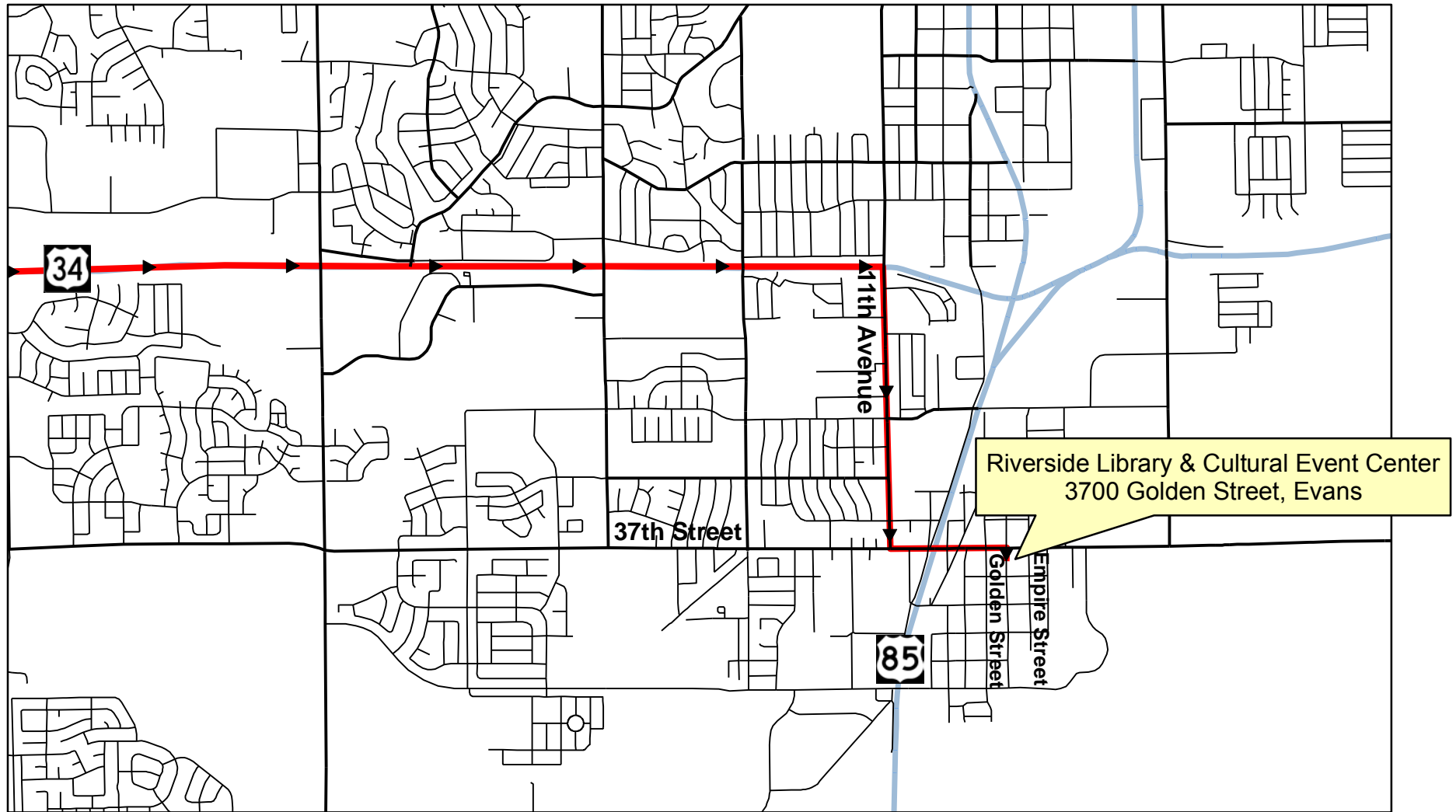
GLOSSARY (cont'd)

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
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	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 (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

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

Directions to Riverside Library & Cultural Event Center 3700 Golden Street, Evans

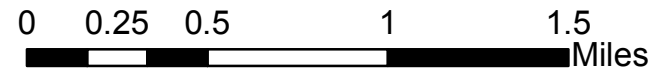


Directions

Take I-25 to Exit 257
Go east on US-34 / Eisenhower Blvd
Take a right on 11th Avenue
Take a left on 37th Street
Take a right on Golden Street



North Front Range
Metropolitan
Planning
Organization



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

**April 4, 2019
Greeley Family Fun Plex
1501 65th Avenue
Greeley, CO**

Voting Members Present:

Kristie Melendez - Chair	-Windsor
Kevin Ross	-Eaton
Mark Clark	-Evans
Gerry Horak	-Fort Collins
Robb Casseday	-Greeley
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Dave Clark	-Loveland
Frank Baszler	-Severance
Barbara Kirkmeyer	-Weld County
Kathy Gilliland	-Transportation Commission

Voting Members Absent:

William Karspeck	-Berthoud
Fil Archuleta	-Garden City
Troy Mellon	-Johnstown
Elizabeth Austin	-Milliken
Aaron Pearson	-Timnath
Rick Coffin	-CDPHE

MPO Staff:

Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; and Medora Bornhoft, Transportation Planner II.

In Attendance:

Dawn Anderson, Jeff Bailey, Allison Baxter, Chad Crager, ,Butch Hause, Joel Hemeseth, Wayne Howard, Will Jones, Dave Klockeman, Steve Moreno, Mitch Nelson, Heather Paddock, Mark Peterson, Randy Ready, Jan Rowe, Karen, Schneiders, Bryan Shafer, Corey Stewart, Robin Stoneman, Elizabeth Stolfus.

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

Public Comment:

There was no public comment.

Move to Approve Agenda:

Ross **moved** to approve the, *April 4, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Casseday **moved** to approve the *March 7, 2019 Council Meeting Minutes as submitted*. 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 (APCD)

No report was provided.

Regional Air Quality Council (RAQC)

No report was provided. The next meeting is April 5.

Metropolitan Planning Organization (MPO) Agenda

Chair Melendez opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair Melendez moved her recognition of Gerry Horak to later in the meeting.

Executive Director Report:

Karasko provided information on the following:

- The Larimer County Senior Transportation Implementation Planning Election Committee is currently in negotiations with the consultant chosen for the 9-month program with the One Call One Click Center which is funded through an FTA 5304 Grant.
- The RAQC Board meeting will be held Friday, April 5th in Loveland. Presentations will be given by MPO Planner, Ryan Dusil, Fort Collins and Greeley on the efforts being made to improve Northern Colorado's air quality.
- The first summer outreach event will be the Fort Collins Earth Day Event on April 20th.
- "MAX turns 5" Station Celebrations will be held May 11th 11-2. MPO staff will have a table at one of the stations for the event.
- The Notice of Funding Opportunity (NOFO) for the Better Utilizing Investments to Leverage Development (BUILD) Grant should be released prior to April 19th. The deadline is mid-July.
- VanGo™ Statistics and Dashboard from the first quarter of 2019 were a handout.

Finance:

A written report was provided. D. Clark noted the 2018 Audited Financials would be reviewed by the Finance Committee at their next meeting and then brought to the Council in May as an action item.

TAC:

A written report was provided.

Mobility:

A written report was provided.

2019 Walkability Action Institute:

A written report was provided.

Action Items:

March 2019 TIP Amendment

Medora Bornhoff, Transportation Planner II, explained there were three requests to revise the Transportation Improvement Program (TIP) which require amendment because they either add over \$5M of state or federal funds or they are completely new projects being added to the TIP. B briefly reviewed the projects from the Agenda Item Summary (AIS) noting no public comments

were received prior to the meeting and an Environmental Justice Analysis had been included in the packet for the two new projects.

Ross **moved** to approve *RESOLUTION NO. 2019-06 APPROVING THE MARCH 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** and **passed** unanimously.

FY18 TIP Project Delay Review

Bornhoft explained the TIP Project Delay Review procedure was a NFRMPO policy created to ensure projects awarded through the Call for Projects process are making progress and using the federal funds. When a project has a first-time delay in the process steps TAC may grant a one year extension, but a project with a second delay must be taken to the Council who may either vote to remove funds from the project or in cases where a delay is outside the control of the project sponsor, grant a second one-year extension. Bornhoft briefly reviewed information from the AIS regarding the two projects requesting a second extension. She did not know the likelihood of either of the projects ability to be completed in the one year extension time.

Ross **moved** to approve *RESOLUTION NO. 2019-07 APPROVING SECOND ONE-YEAR EXTENSIONS FOR THE FY2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECT DELAY REVIEW*. The motion was **seconded** and **passed** unanimously.

Discussion Items:

CO 257 and CO 392 Network Feasibility Study

Elizabeth Stolfus, Stolfus and Associates/CDOT Consultant Project Manager, distributed a summary of the Community Survey Results from the March 28th Open House at the Windsor Fire Station Number 1. She explained the Network Feasibility Study changed its title from “Windsor Area” to “CO 257 and CO 392” to clarify for both the public and stakeholders, their regional approach to diverting traffic away from downtown Windsor while including transportation priorities and concerns from the entire study area. Stolfus briefly reviewed the summary and the CO 257 and CO 392 Network Feasibility Study (study) presentation with the Council, noting the open house event brought in 105 community participants and 62 survey responses. The most cited concerns were for safety near schools, the use of existing infrastructure, and protecting the environment.

Gilliland asked what the initial matters were for the study. Stolfus said the original focus for the study was on traffic growth, congestion and safety, but because they received multiple non-localized comments regarding modes of travel and interest in free-flowing transportation from Fort Collins to Greeley, it will be necessary to determine if their concept of potential alternatives fit what was needed for the future of the area. Kirkmeyer asked who had decided the study was needed, noting the map included WCR 19, but to her knowledge Weld County had not been included. Stolfus replied the study had been an item of discussion between CDOT and the local communities for some time, however not everyone was supportive of using of CR 19 and wanted other routes to be considered. Ross observed CR 74 was used by commuters in volumes very similar to CO 392 according to the study. Stolfus noted there was definitely a need for them to spend more time with TAC reviewing traffic patterns in the area.

D. Clark commented although Crossroads Boulevard is one of the diversion options, the City of Loveland had formally raised three main concerns: 1) They do not want to take already limited funding from former commitments on US 34 and SH 402; 2) Traffic, development and land use has already been established; 3) Certain access points based on existing traffic patterns have also been established and need to be honored, noting there were roundabouts east of Loveland which were probably not intended to take on heavy traffic loads. Stolfus agreed these were valid concerns and said they will preserve Crossroads Boulevard’s planned functionality in the area.

Melendez said CDOT is also meeting with developers working along the corridor to discuss viable options. Stolfus agreed a meeting with key developers would be regionally significant. She informed the Council that broader regional outreach was planned in conjunction with meetings with the focused Technical Advisory Committee (TAC), the regular TAC, and the Statewide Transportation Advisory Committee which represents all of the communities involved. These groups will focus on technical evaluations and make certain the study area is appropriately perceived.

All of the communities involved in the study were offered a presentation to their individual boards or councils; however any comments made at those meetings are not part of the open house summary data. Baszler reported many Severance residents attended the presentation to their Town Board and raised concerns regarding safety at the CR 74 intersection due to so many Northbound commuters now taking CR 19 instead of SH 257. He also noted the majority of comments were from Windsor residents traveling to Fort Collins and Greeley for work and asked if they specified which area of Fort Collins. Stolfus said that citizen group may have over represented the retired community; therefore, commuting patterns from that particular data set may have been too heavily weighted to draw solid conclusions. Melendez, who was in attendance, concurred and asked about upcoming open house events. Stolfus indicated their schedule included a second public open house sometime in the summer, but she would need to discuss appropriate next steps and locations with the project team, since they had received different data than predicted. There are no hard dates for the study, and it is no longer anticipated it will be completed by the end of June.

Greeley STBG Project Adjustment Request

Karasko explained to the Council how following the awarding of \$1.4M of STBG funds from the 2016 Call for Projects to partially fund the City of Greeley's O Street Capacity Project, the US 85 PEL Study adopted in 2017 recommended the closure of O Street access east of US85. With the access being moved to CR 66 the original project scope became unnecessary and not a good use of funds. Due to circumstances outside Greeley's control, the project is no longer viable and they are requesting the funds be used instead for a roundabout at the intersection of O Street and 59th Avenue. Allison Baxter, City of Greeley Transportation Planner, presented the STBG Project Adjustment Request – Follow Up to the Council comprehensively explaining the benefits of the roundabout project and the methodology used by the City of Greeley staff. Casseday expressed Greeley's gratitude for the opportunity to bring the much more significant project for consideration within the scope of their original application.

2019 NFRMPO Title VI Plan

Karasko informed the Council as a subrecipient of FHWA funds the NFRMPO is required to update the Title VI Plan approximately every three years. The 2016 Title VI Report was updated in March of 2017 with minor changes requested by CDOT. She reviewed information from the 2019 Title VI Plan memo with the Council. The new plan will incorporate FTA and FHWA requirements. The Triennial period ends May 21, 2019. Council will be asked to take action at the May 2nd Council meeting.

FY2020-2023 Transportation Improvement Program (TIP)

Bornhoft explained the annual TIP cycle had been updated to work in conjunction with CDOT's STIP adoption cycle. CDOT is changing their STIP policies; therefore, the MPO will reconsider the TIP adoption cycle once the STIP policies are set. She reviewed the Draft FY 2020-2023 TIP AIS, presentation, and changes with the Council. Kirkmeyer asked for clarification of the new definition for a capacity project and the difference between traveling at least one mile in a lane or at least two lane miles, and why it was changed. Bornhoft explained it was necessary to know if a project would trigger air quality conformity and previously it was interpreted as a center lane mile. If the project is adding at least one mile in each direction than conformity is required. If the project is adding two lanes in each direction in a half- mile segment, it will trigger conformity. In order to

clarify the policy, the more common term “lane miles” was used rather than “travel lane.” Horak asked for rephrasing of the delay definition to improve grammar. Bornhoft agreed to look into rephrasing. The item will be brought back to Council for adoption on June 6th, following the 30-day comment period.

Zero Emission Vehicles (ZEV) Update & Next Steps

Ross stated the Council would be using the attorney services of Bruce White to obtain party status and Director Mallette will contact him as the May deadline gets closer.

Council Reports:

Report of the Chair

Melendez recognized the many efforts and accomplishments of Horak who was ending his time on the Fort Collins City Council and the MPO Council at the end of the month. She noted the many committees and coalitions he had been a member of, as well as being a key player in building funding for the expansion of I-25. Other Council members noted Horak’s ability to lead, provide guidance, positive perspective, and tenacity, as well as his desire to get projects funded through a more regional approach. Horak thanked the Council for their kind comments and credited Weld County Commissioner, Sean Conway, for his collaboration efforts on the Berthoud Climbing Lane project, which helped make useful changes within the Council. He closed by stating I-25 had truly been the unifying force for the region and NFRMPO.

Transportation Commission Report /CDOT Region 4

A Project Status Update for April 1, 2019 was provided. Gilliland reported the Commission would be taking a road trip in June to the eastern plains, Greeley, Fort Collins, Loveland and other areas of Northern Colorado. She will provide more information at future meetings. CDOT Director Shoshana Lew visited with the Commission and Region 4 staff. Also invited were the MPO Executive Committee, Larimer County Commissioners and Weld County Commissioners. The meeting was a good opportunity to share ideas for improving transportation. Gilliland noted Lew’s goal of evolving the planning process and possibly changing from a four-year Statewide Transportation Improvement Plan (STIP) to a ten-year rolling plan, although she did not have details on how that may work. She also was excited there would now be one department for transit, rail, bike and pedestrians so efforts could be collaborated into one complete system. Melendez was pleased to hear Lew’s refreshing vision for the entire State of Colorado and her desire to spend money in the best way possible to make the biggest impact. D. Clark noted Lew’s understanding of spending money now on certain projects to save a lot in the future and the importance of finishing projects before adding new ones. She was also very impressed by the impact the MPO’s collaboration had on North I-25 and the region. Gilliland reported there will be a workshop in May for the Commission to discuss fund disbursement from SB 1 and SB 267 funds currently available. She offered the opportunity for a Council member or two to attend the workshop and speak to the need of funds for North I-25. There may also be opportunity at the Commission’s May meeting during the public comment period.

I-25 Update

Heather Paddock, Acting Region 4 Director, told the Council she feels very positive the request for \$250M for sections 7 & 8 to the EIS build from available SB1, COP and General Funds will be granted as CDOT has worked hard to display the benefits the \$250M would have. She noted the investing now saves over \$300M in future infrastructure costs, \$100M when adding the third general purpose lane, and another \$550M in benefits such as travel time savings, emissions savings and user costs. Local match money previously given by the NFRMPO has been highly praised and there appears to be support for an additional commitment in the future, showing a true vested interest, however there is still a great need for additional funds. Director Lew has shown great interest in a multi-modal solution, specifically transit hubs. North I- 25 and the center-loading bus service along with Bustang have shown great ability to provide capacity improvements on the

corridor. Although the Park N' Ride in segment 6 was not funded, Paddock met with David Krutsinger, CDOT Director of Transit and Rail who said design funds were being requested to advance the center-loading bus station at Berthoud, and he felt confident that construction funds would follow. Paddock shared the completion of the SH 402 Interchange was scheduled for October 2019, noting other milestones are on the horizon. Horak offered some quick solutions for the locals to come up with some of the remaining funding over the next few years, stating he was confident a commitment for the suggested \$5M could be made.

STAC Report

A written report was provided.

Host Council Member Report- Casseday welcomed everyone to Greeley and thanked staff members who helped set up the meeting. He then reported on the following transportation related projects in Greeley:

- The turn lane expansion project at the intersection at 65th Avenue and the 34 Bypass has begun.
- The design for 35th Avenue from 4th Street to F Street is currently underway. The roundabouts at O Street are being done in partnership with Weld County.
- The 10th Street Phase II construction will begin again. There will be a public meeting to inform residents of what they should expect during the construction.
- Construction is planned to finish 83rd Avenue to 90th, which will include a roundabout at 20th which has become a major connector for traffic out of the bypass going west.
- Greeley staff is preparing for the Poudre Express Regional Route project in the next year.
- A downtown parking plan went into effect the first of April which includes an app to signal drivers when their meter time is done.
- Friday Fest will begin soon with live music in the Go-cup District throughout the summer.

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

D.Clark suggested having a presentation on the waiver of air quality standards (Rule 179B) which was in place under Governor Hickenlooper, but Governor Polis will not be filing for this year. Ross requested an overview presentation of the VanGo™ vanpooling program.

The meeting was adjourned at 7:35 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Finance Committee Report

- Finance Committee met on April 17, 2019
- The auditors presented the 2018 Audited Financial Statements.
- The MPO was subject to a “Single Audit” since the total amount of federal funds received in 2018 was more than \$750,000.
- A “Single Audit” includes both a financial audit and an audit which includes compliance to rules governing the federal programs.
- It was noted that Eide Bailly issued an unmodified opinion
- In an unmodified report, the auditor concludes that the financial statements of an organization present fairly its affairs in all material aspects.
- Enders review the “Report on Compliance for Each Major Federal Program”
- Enders noted that it was the auditor’s opinion the organization complied in all material respects with compliance requirements that could have a direct and material effect on each of its major federal programs.
- When reviewing the “Report on Internal Control over Compliance”, it was noted no material weakness or significant deficiencies were identified regarding internal control over major programs.
- The Finance Committee recommends Council accept the 2018 Audited Financial Statements.
- Staff presented a draft of the FY 2020 UPWP budget
- The budget is broken into personnel costs, direct costs, and indirect costs.
- The Finance Committee recommend Council accept the FY 2020 UPWP budget.

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

April 17, 2019

7:25 a.m.

Egg & I

Windsor, CO

Members Present

Dave Clark
William Karspeck
Kevin Ross

Staff Present

Suzette Mallette
Crystal Hedberg
Merideth Kimsey

Guests

Carrie Enders, Eide Bailly
David Neiman, Eide Bailly

The meeting was called to order by Chair Clark at 7:30 a.m.

Approval of Minutes:

The minutes of the March 20, 2019 finance committee were approved

2018 Audit

Carrie Enders explained a Single Audit is required when an organization expends more than \$750,000 of federal funds in a year. This year the MPO received \$923,263 thereby make it subject to the Single Audit requirements. A single audit entails not only a financial audit but also an audit which includes compliance to rules governing the federal programs.

Enders highlighted the Independent Auditor's Report noting Eide Bailly is issuing an unmodified opinion. In an unmodified report, the auditor concludes that the financial statements of your organization present fairly its affairs in all material aspects.

Enders highlighted several items in the management's discussion and analysis since the tables compare prior year amount to current year amounts.

As part of the Single Audit, the auditor's are required to prepare a "Federal Award Reports in Accordance with the Uniform Guidance". Enders reviewed this report with the committee. In reviewing the "Report on Compliance for Each Major Federal Program", Enders noted that it was the auditor's opinion that the Council complied, in all material respects with compliance requirements that could have a direct and material effect on each of its major federal programs. It was also noted no material weakness or significant deficiencies were identified regarding internal control over major programs.

The Audited Financial Statements for year ended December 31, 2018 will be presented to the Planning Council at their regularly scheduled May 2019 meeting. The Finance Committee recommends Council accept the Audited Financial Statements.

Agree upon Procedures

Eide Bailly was engaged to complete agreed upon procedures on the application of the requirements of the Federal Transit Administration (FTA) as set forth in its applicable National Transit Database (NTD)

Uniform System of Accounts for the NFRMPO Enders reported no exceptions were found on any of the seven procedures the auditors reviewed.

FY 2019 Budget

Staff presented a draft of the FY 2020 UPWP budget. The committee reviewed a comparison between FY 2019 and FY 2020 Program budgets.

The committee reviewed a listing of budgeted consultants and professional services. Staff explained consultants was budgeted higher in FY 2020 to allow for the household survey to be conducted. Staff also reviewed in state travel, out of state travel, and capitalized capital equipment costs for the FY 2020 budget.

The committee recommends Council approve the FY 2020 UPWP Budget.

The meeting was adjourned at 8:35 a.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
April 17, 2019**

APPROVAL OF THE MARCH 20, 2019 TAC MINUTES

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

CONSENT AGENDA

Greeley STBG Project Adjustment Request – Anderson moved to approve the Consent Agenda. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

FY2020-2023 Transportation Improvement Program (TIP) – Bornhoft stated the "delay" definition was updated as a chart and a Delay Procedure Swap Policy was created. The Swap Policy would allow projects to switch funds with another project one time and adjust milestone years. Bornhoft will clarify projects using the Swap Policy must be chosen through the Call for Projects and be funded using CMAQ, STBG, and TA funds awarded by the NFRMPO. Bustow requested the process for a project funding swap be defined in the TIP. Kemp moved to recommend Planning Council approve the FY2020-2023 TIP with the noted changes. The motion was seconded by McDaniel and approved unanimously.

DISCUSSION ITEMS

FY2020-2021 Unified Planning Work Program (UPWP) Tasks – Karasko stated NFRMPO staff has drafted the FY2020-2021 UPWP Tasks. Two new tasks have been added, an Environmental Justice Plan and the 2020 Household Survey. The Finance Committee reviewed the proposed FY2020 UPWP budget. Comments are due by April 30, 2019.

2019 Congestion Management Process (CMP) – Martin explained the organization of the 2019 CMP, including how it ties into the 2045 RTP and new items since the 2015 CMP. Martin requested TAC review the 2019 CMP and provide comments by May 1, 2019.

2045 Regional Transportation Plan (RTP) Land Use Scenarios – Martin discussed the new 2010 Land Use Allocation Model (LUAM), which uses the UrbanSim product: UrbanCanvas Cloud Model platform. The LUAM will be reviewed at the April 18, 2019 Model Steering Team (MST) meeting. A Base Case Scenario and Dense Urban Cores Scenario will be compared to the Regional Travel Demand Model (RTDM) scenarios to link land use and transportation scenarios.

2045 Regional Transportation Plan (RTP) Draft Vision Plans Section – Karasko stated the Vision Plans have an updated format and the Freight and Aviation Vision Plans have been expanded from the 2040 RTP. Comments on this section are due by Friday, May 3, 2019.

2045 Regional Transportation Plan (RTP) Projects – Bornhoft reviewed the various through-lane/capacity projects submitted by TAC members for inclusion in the 2045 RTP. The projects will be discussed at the MST meeting on April 18, 2019. The next step will be to analyze the projects based on fiscal constraint. Comments on the projects are due by Friday, April 26, 2019.

2045 Regionally Significant Corridors (RSC) Changes – Dusil reviewed the criteria and proposed 2045 RSCs. The criteria were updated to include segments of roadway that do not yet exist or are not currently federal-aid eligible but have planned improvements by 2045. Functional classification change requests were submitted to CDOT but have not yet been approved. NFRMPO staff is recommending moving forward with the proposed RSCs. 8th Street in Greeley between US85 Business and the Greeley/Weld County Airport was added as an RSC and four RSCs were shortened.

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M1A

Prepared by: Medora Kealy

DATE: 1/30/2019

Submitted to: CDOT

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
Bridge - On State System													
PREVIOUS ENTRY SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local	Bridge Replacement Local	-	-	1,992	-	-	-	1,992
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							-	-	498	-	-	-	498
							-	-	1,377	-	-	-	1,377
							-	-	3,867	-	-	-	3,867
Pool Projects: SR46601.027 - Spring Ck at Riverside (FCRVSD-S.2PRST) Fort Collins SR46601.031 - 8th St Bridge (LOV1825W.8th St) Loveland													
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming							Project Description: Bridge Rehab/replace						
REVISED ENTRY SR46601	P-5	Region 4 Bridge - Off System Pool	CDOT Region 4 Various Below	Bridge Reconstruct	Federal Local	Bridge Replacement Local	-	-	2,492	-	-	-	2,492
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf							-	-	623	-	-	-	623
							-	-	1,377	-	-	-	1,377
							-	-	4,492	-	-	-	4,492
Pool Projects: SR46601.027 - Spring Ck at Riverside (FCRVSD-S.2PRST) Fort Collins SR46601.031 - 8th St Bridge (LOV1825W.8th St) Loveland SR46601.032 - Little Thompson (WEL019.0-046.5A) Weld													
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming							Project Description: Bridge Rehab/replace						
Reason: Add new project (STIP SR46601.031 Little Thompson WEL019.0-046.5A) with \$500K federal and \$125K Local funding in FY19.													
Strategic													
PREVIOUS ENTRY	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	SB1	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.							-	-	900	-	-	-	900
REVISED ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	SB1	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.							-	-	900	-	-	-	900
Reason: Add STIP ID. No change in funding.													
Surface Transportation Block Grant (STBG)													
PREVIOUS ENTRY SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local	STP Metro Local	-	-	2,011	-	-	-	2,011
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.							-	-	418	-	-	-	418
							-	-	2,429	-	-	-	2,429
REVISED ENTRY SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements Bike/Ped Facility	Federal Local	STP Metro Local	-	-	2,011	-	-	-	2,011
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.							-	-	418	-	-	-	418
							-	-	1,236	-	-	-	1,236
							-	-	3,665	-	-	-	3,665
Reason: Adding \$1236K Local Overmatch in FY19.													
Congestion Mitigation and Air Quality (CMAQ)													
PREVIOUS ENTRY SNF5788.035	NF1010	Greeley 10th Street Phase I Construction	Greeley	Access Modify Construct	Federal Local	Congestion Mitigation Air Quality Local	1,000	-	-	-	-	-	-
Project Description: Greeley 10th Street Phase I Construction.							208	-	-	-	-	-	-
							1,208	-	-	-	-	-	-
REVISED ENTRY SNF5788.035	NF1010	Greeley 10th Street Phase I Construction	Greeley	Access Modify Construct	Federal Local	Congestion Mitigation Air Quality Local	663	337	-	-	-	-	337
Project Description: Greeley 10th Street Phase I Construction.							138	70	-	-	-	-	70
							801	407	-	-	-	-	407
Reason: Rolling project from FY16-19 TIP. \$337k federal and \$70k local are rolling from FY16 to FY19.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M3

Prepared by: Medora Bornhoft

DATE: 3/14/2019

Submitted to: CDOT

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
Bridge - On State System													
PREVIOUS ENTRY SR46598	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal State Local Overmatch	National Highway Performance Program State Highway Fund Local Overmatch	- - -	- - -	956 199 54	483 100 -	719 150 -	719 150 -	2,877 598 54
Pool Projects:													
SR45218.183	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace							
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace							
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace							
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming in the North Front Range region.													
REVISED ENTRY SR46598	P-4	Region 4 Bridge - On System Pool	CDOT Region 4	Bridge	Federal State Local Overmatch	National Highway Performance Program State Highway Fund Local Overmatch	- - -	- - -	956 470 54	483 100 -	719 150 -	719 150 -	2,877 870 54
Pool Projects:													
SR45218.183	-	SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5	CDOT Region 4			Project Description: Bridge Rehab/replace							
SR45218.179	-	US34D: (C-18-J) Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace							
SR46598.054	-	I-25 RR Bridge Preventative Maintenance	CDOT Region 4			Project Description: Bridge Rehab/replace							
Pool Description: Summary of CDOT Region 4 Bridge - On System Pool Programming in the North Front Range region.													
Reason: Increase \$271K state funding in FY19.													
Strategic													
PREVIOUS ENTRY SSP4428	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	39,000	-	-	-	39,000
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.													
REVISED 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
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: Correct STIP ID SSP4428 to SSP4428.014.													
PREVIOUS ENTRY SR45218.129	2017-M4	US 34 & US 85 Interchange	CDOT Region 4	Interchange Improvements	Federal State State	NHPP SHF RDP	800 200 1,500	- - -	- - -	- - -	- - -	- - -	- - -
REVISED ENTRY SR45218.129	2017-M4	US34 & US85 Interchange	CDOT Region 4	Interchange Improvements	Federal State State State	NHPP SHF RDP SB1	800 200 1,500 -	- - - -	- - - 500	- - - -	- - - -	- - - -	- - - 500
Reason: Roll forward project from FY2016-FY2019 TIP to FY19-FY22 TIP. Add \$500K SB1 funding in FY19 for design.													
FASTER (North Front Range Listings of State Highway Locations)													
PREVIOUS ENTRY SR46606	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State Local	FASTER Safety Local	1,000 -	- -	1,900 -	3,000 -	- -	- -	4,900 -
Pool Projects:													
SR46606.073	-	I-25: Fort Collins North Cable Rail	CDOT Region 4			Project Description: Safety Improvement							
SR46606.083	-	SH-60 and WCR-40 Intersection	CDOT Region 4			Project Description: Safety Improvement							
SR46606.089	-	College & Troutman Signal Upgrades	CDOT Region 4			Project Description: Safety Improvement							
SR46606.070	-	Intersection Safety Improvements Pool	CDOT Region 4			Project Description: Safety Improvement							
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.													
REVISED ENTRY SR46606	P-7	Region 4 FASTER Safety Pool	CDOT Region 4	FASTER Safety	State Local	FASTER Safety Local	1,000 -	- -	1,900 -	3,000 -	- -	- -	4,900 4,900
Pool Projects:													
SR46606.073	-	I-25: Fort Collins North Cable Rail	CDOT Region 4			Project Description: Safety Improvement							
SR46606.083	-	SH-60 and WCR-40 Intersection	CDOT Region 4			Project Description: Safety Improvement							
SR46606.089	-	College & Troutman Signal Upgrades	CDOT Region 4			Project Description: Safety Improvement							
SR46606.070	-	Intersection Safety Improvements Pool	CDOT Region 4			Project Description: Safety Improvement							
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.													
Reason: Add project to pool: US287 and Foothills Parkway. No change to pool total.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M3

Prepared by: Medora Bornhoft

DATE: 3/14/2019

Submitted to: CDOT

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
Surface Treatment													
PREVIOUS ENTRY SR45218	P-13	Region 4 Surface Treatment For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Surface Treatment	Federal State Local Local Overmatch Total	STBG / NHPP State Highway Fund Local Overmatch	6,432 - 877 7,309	- - - -	19,601 3,849 - -	16,545 5,284 - -	8,757 1,668 - -	8,757 1,668 - -	53,659 12,469 - 66,128
Pool Projects:													
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4			Project Description: Minor Rehab							
SR45218.183	-	SH14 Ft Collins East	CDOT Region 4			Project Description: Minor Rehab							
SR45218.179	-	US34: US85 east to US34A	CDOT Region 4			Project Description: Minor Rehab							
SR45218.182	-	US287 Berthoud Bypass Repair	CDOT Region 4			Project Description: Surface Treatment Repair							
SR45218.174	-	US85L: O St to Ault	CDOT Region 4			Project Description: Surface Treatment							
SR45218.187	-	SH263: US 85 to Greeley Airport	CDOT Region 4			Project Description: Surface Treatment							
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/o Foothills Parkway)	CDOT Region 4			Project Description: Surface Treatment							
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													
REVISED ENTRY SR45218	P-13	Region 4 Surface Treatment For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf	CDOT Region 4	Surface Treatment	Federal State State Local Local Overmatch Total	STBG / NHPP State Highway Fund SB1 Local Local Overmatch	6,432 - - - 877 7,309	- - - 1,500 -	19,601 3,849 1,975 -	16,545 5,284 - -	8,757 1,668 - -	8,757 1,668 - -	53,659 12,469 1,975 1,500 69,603
Pool Projects:													
SR45218.114	-	SH60: I-25 to Milliken	CDOT Region 4			Project Description: Minor Rehab							
SR45218.183	-	SH14 Ft Collins East	CDOT Region 4			Project Description: Minor Rehab							
SR45218.179	-	US34: US85 east to US34A	CDOT Region 4			Project Description: Minor Rehab							
SR45218.182	-	US287 Berthoud Bypass Repair	CDOT Region 4			Project Description: Surface Treatment Repair							
SR45218.174	-	US85L: O St to Ault	CDOT Region 4			Project Description: Surface Treatment							
SR45218.187	-	SH263: US 85 to Greeley Airport	CDOT Region 4			Project Description: Surface Treatment							
SR46600.054	-	Fort Collins CBC Underpass (College Ave S/o Foothills Parkway)	CDOT Region 4			Project Description: Surface Treatment							
SR45218.208	-	US 34 & WCR 17	CDOT Region 4			Project Description: Interchange Improvements							
SR45218.209	-	US 34 & 35th Ave Interchange	CDOT Region 4			Project Description: Interchange Improvements							
SR45218.210	-	US 34 & 47th Ave Interchange	CDOT Region 4			Project Description: Interchange Improvements							
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													
Reason: Add 3 pool projects: SR45218.208, SR45218.209, and SR45218.210. Increase pool total by \$1,975K state SB1 in FY19 and \$1,500K local in FY19.													
NFRMPO Transportation Alternatives (TA)													
PREVIOUS ENTRY SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Local Overmatch Total	Transportation Alternatives Program - NFR Local Local Overmatch	300 75 - 375	415 - 9 425	250 - - -	- - -	- - -	- - -	665 166 9 840
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.													
REVISED ENTRY SNF5095.002	2017-001	Great Western Trail	Windsor Severance Eaton	Bike/Ped Facility	Federal Local Local Overmatch Total	Transportation Alternatives Program - NFR Local Local Overmatch	300 75 - 375	415 - 270 686	250 - - -	- - -	- - -	- - -	665 166 270 1,101
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.													
Reason: Add \$261K in FY19 local overmatch due to construction estimate.													
Congestion Mitigation & Air Quality (CMAQ)													
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	974 203 1,177	929 193 1,122	2,008 417 2,425	- - -	- - -	- - -	2,937 610 3,547
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.													
SST7007.010	2016-004	GET CNG Bus Replacement	Greeley-Evans	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	1,689 348 2,037	929 193 1,122	2,008 417 2,425	- - -	- - -	- - -	2,937 610 3,547
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.													
Reason: Correct previous funding column by adding the \$715K federal and \$145K local funds from FY16/17 incorrectly removed with Modification 2016-M10.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M3

Prepared by: Medora Bornhoft

DATE: 3/14/2019

Submitted to: CDOT

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
Grants: Safe Routes to Schools													
PREVIOUS ENTRY SR47001	P-24	Safe Routes to School	Various Below	Safety	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	256 21 0 277	299 75 153 527	- - 48 48	- - - -	- - - -	- - - -	299 75 201 575
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Projects: SR47001.027 - West 4th Street Bicycle & Pedestrian Safety Imp City of Loveland Project Description: Bike/Ped													
Project Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range Region.													
REVISED ENTRY SR47001	P-24	Safe Routes to School	Various Below	Safety	Federal Local Local Overmatch Total	Surface Transportation Block Grant Local Local Overmatch	256 21 0 277	299 75 153 527	- - 48 48	1,296 333 221 1,850	- - - -	- - - -	1,595 408 422 2,425
For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf													
Pool Projects: SR47001.027 - West 4th Street Bicycle & Pedestrian Safety Imp City of Loveland Project Description: Bike/Ped SR47001.029 - Hampshire Bikeway Arterial Cross City of Fort Collins Project Description: Bike/Ped SR47001.030 - N Wilson Ave Sidewalk City of Loveland Project Description: Bike/Ped SR47001.031 - Berthoud Safe Routes Phase 1 Town of Berthoud Project Description: Bike/Ped													
Project Description: Summary of CDOT Region 4 Safe Routes to School Pool Programming in the North Front Range Region.													
Reason: Add 3 pool projects - SR47001.029, SR47001.030, and SR47001.031. Increase pool by \$1,296K federal in FY20, \$333K local in FY20, and \$221K local overmatch in FY20.													
FTA 5307 - Urbanized Area Formula Program													
PREVIOUS ENTRY SST6741.086	2019-013	Paratransit Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5307	- - -	- - -	324 - 324	157 - 157	157 - 157	101 - 101	739 - 739
Project Description: GET Paratransit Bus Replacement													
REVISED ENTRY SST6741.130	2019-013	Paratransit Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5307	- - -	- - -	324 - 324	157 - 157	157 - 157	101 - 101	739 - 739
Project Description: GET Paratransit Bus Replacement													
Reason: Correct STIP ID SST6741.086 to SST6741.130.													

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 2, 2019

Re: 2019 Title VI Plan **CONSENT******

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 adopt the 2019 NFRMPO Title VI Plan.

**RESOLUTION NO. 2019-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2019 TITLE VI PLAN**

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), is the Metropolitan Planning Organization for the North Front Range of Colorado and receives both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the work programs of the agency, and

WHEREAS, Title VI of the Civil Rights Act of 1964 Prohibits discrimination on the basis of color, race, national origin, or sex in programs and activities receiving federal financial assistance; and

WHEREAS, the NFRMPO commits to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL100.259), be excluded from participation in, denied benefits of, or be otherwise subjected to discrimination under any NFRMPO program or activity regardless of the funding source; and

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the Updated Title VI Plan that satisfies Title VI and attendant federal requirements. The Transportation Planning Director will continue to serve as the NFRMPO's Title VI Coordinator.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of May 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director



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 21st 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.

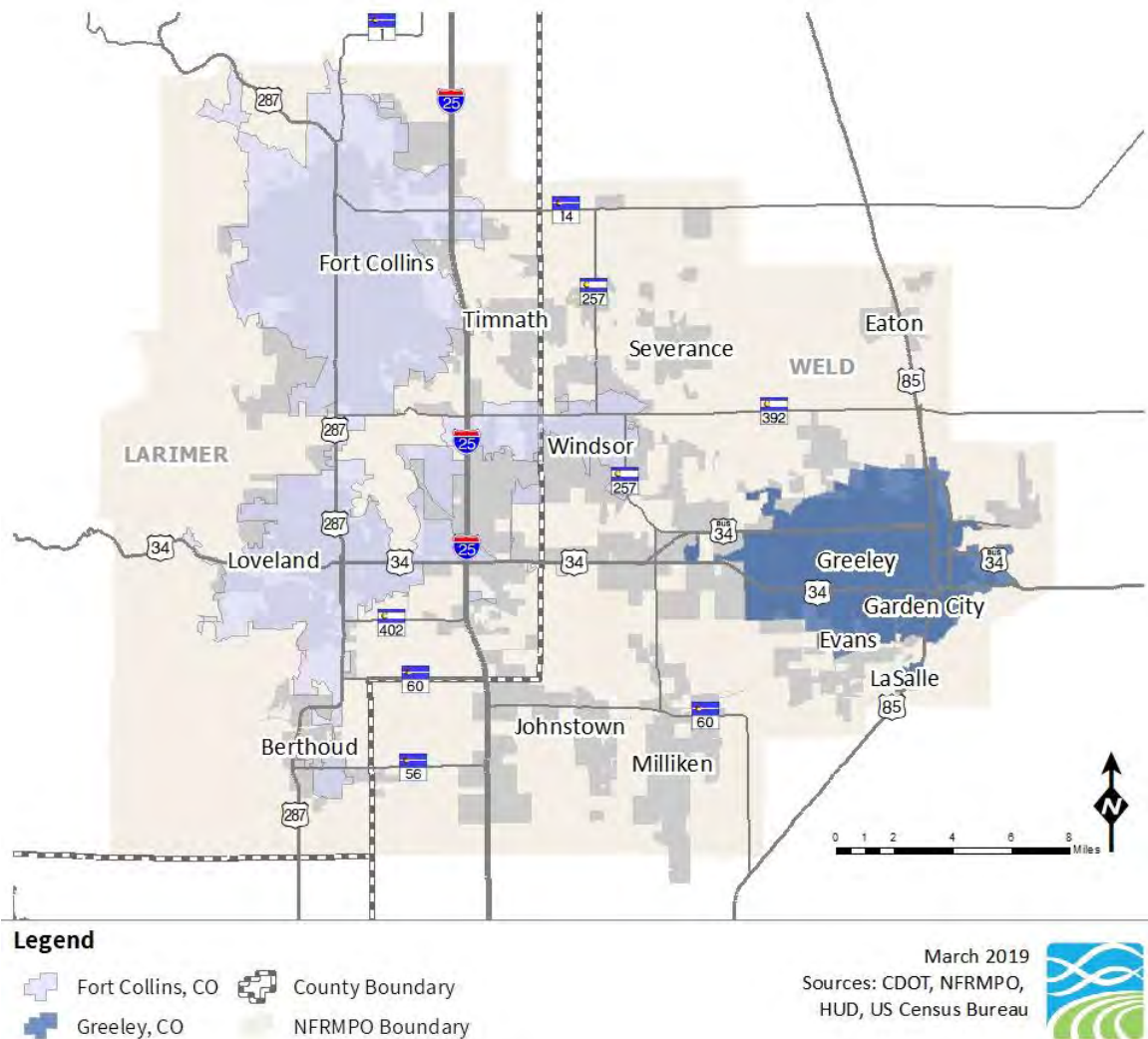
The NFRMPO will assist persons with limited English proficiency (LEP) to participate in the transportation planning process. Upon request, staff will make every effort to provide translators and document

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

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

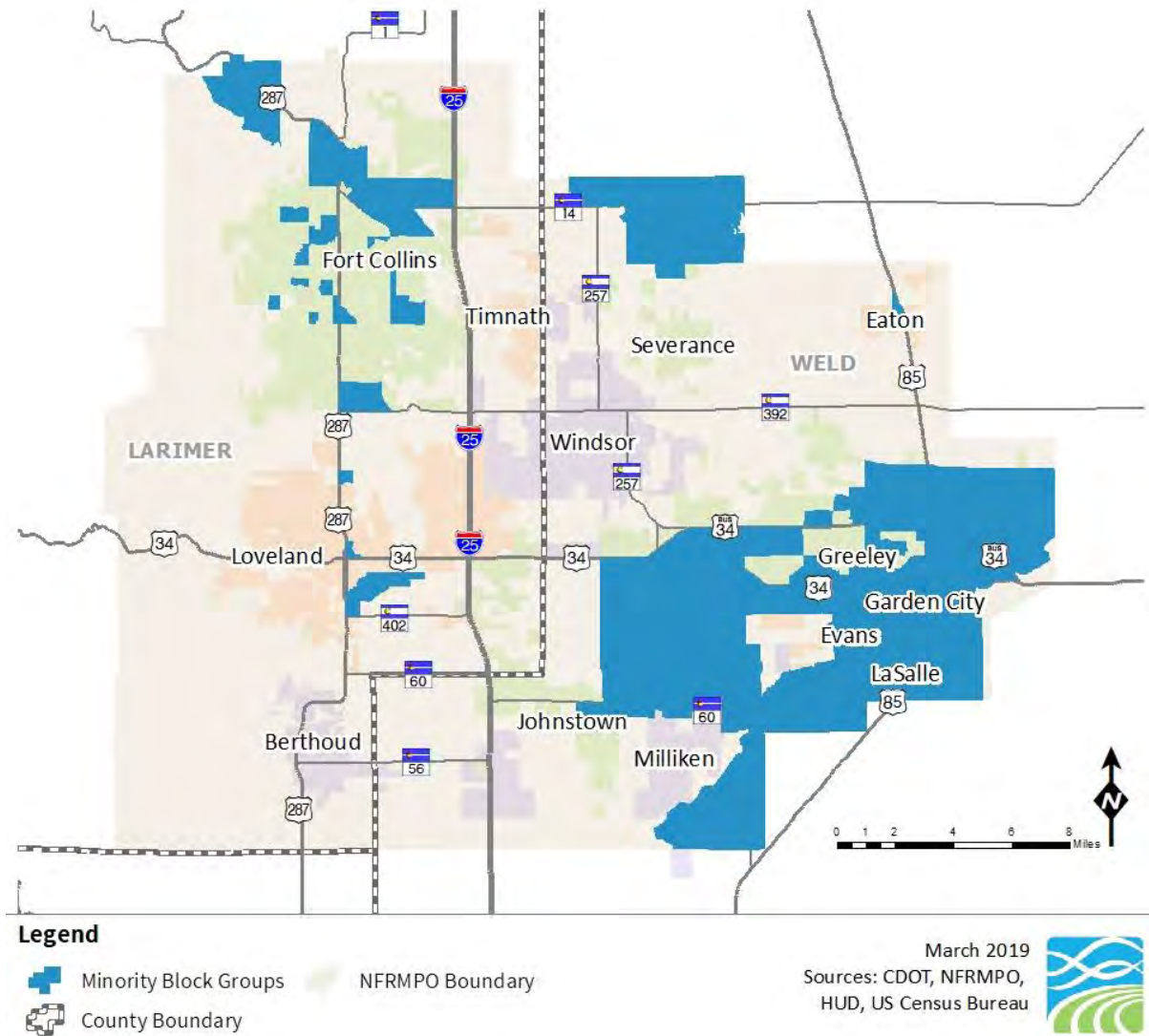
Table 2: NFRMPO Regional Demographic Characteristics

	Older Adult (60+)	LEP Persons	Low-Income Persons	Minority Population	Persons with a disability*	Zero-Vehicle Households*
Larimer	19.3%	2.5%	17.8%	11.4%	20.1%	4.2%
Weld	16.9%	7.8	18.1%	32.3%	23.0%	4.8%
NFRMPO Region	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.

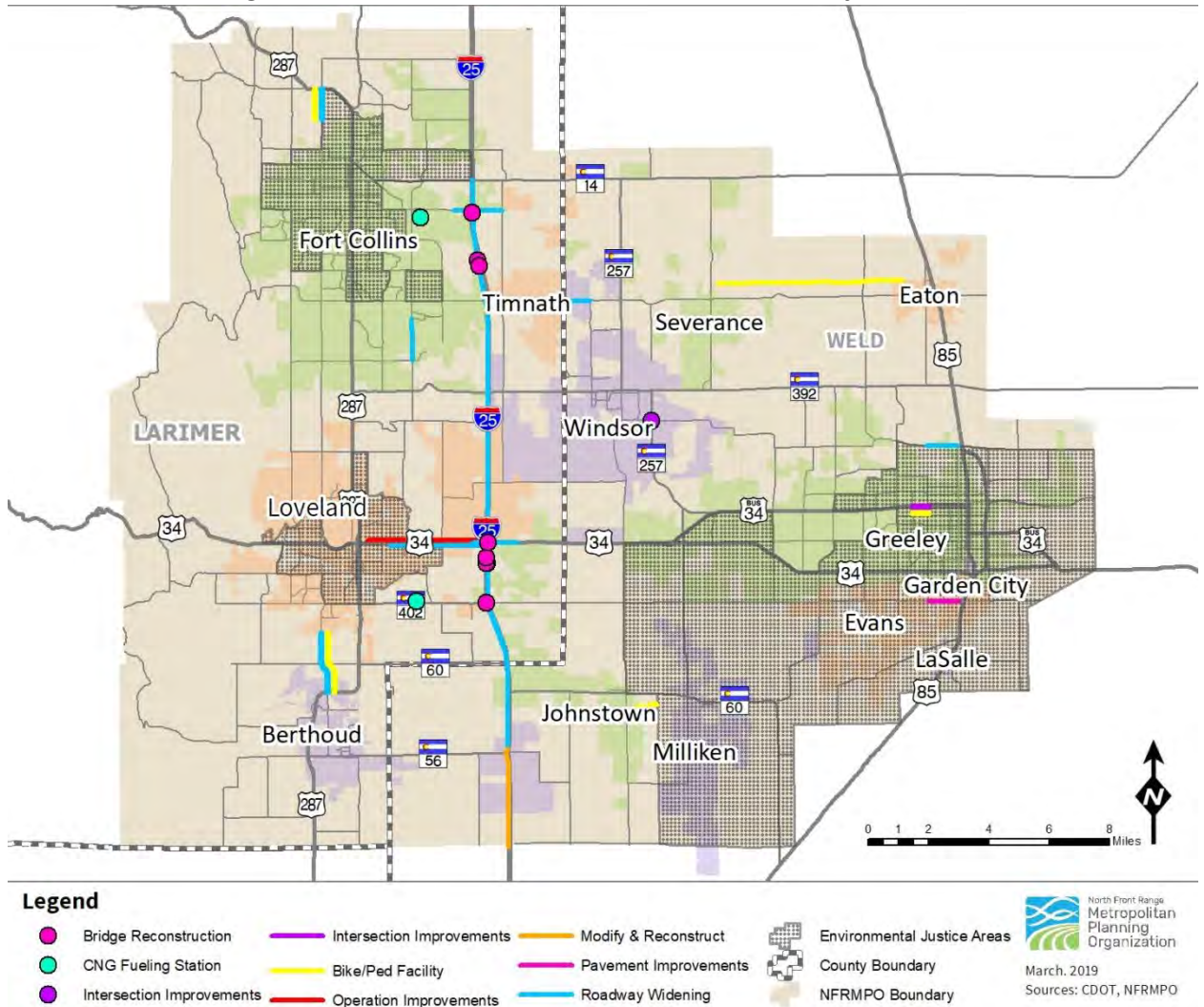
The NFRMPO has a variety of procedures by which the mobility needs of minority populations are identified and considered within the transportation planning process. These include:

- 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 and 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.

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.

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.

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 a cabo 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
Pollution Control Division |
| 8. Larimer County | 17. Colorado Department of Transportation –
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. 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.

APPENDICES

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
May 2, 2019 Evans	Greeley STBG Project Adjustment Request **CONSENT**	Becky Karasko
Objective/Request Action		
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 th Avenue and O Street.		<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"> • Greeley submitted the O Street project in the 2016 Call for Projects and \$1,431,535 in federal funds were awarded to the project. • 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. • 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. • On February 20, 2019, Greeley submitted an application for the <i>59th Avenue and O Street Roundabout</i> project to NFRMPO staff. 		
Committee Discussion		
<p>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. Planning Council discussed this item at their April 4, 2019 meeting and there were no questions regarding the change. At their April 17, 2019 meeting, TAC recommended Planning Council approval of the scope change request.</p>		
Supporting Information		
<p>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 59th Avenue.</p>		
Advantages		
<p>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.</p>		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff and TAC request Planning Council approve Greeley's STBG project scope change request.		

Attachments

- 59th Avenue and O Street Roundabout Project Scope Change STBG Application
- 2016 Call for Projects STBG Project Eligibility Requirements
- ***Resolution 2019-09***

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-11th Ave to WC 37 project to the 59th (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. 65th 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,


Roy Otto

STBGP Project Application Narrative



Applicant Information				
Project Sponsor Agency:: City of Greeley	Agency Contact: Allison Baxter	Telephone: 970-350-9326	Email Address: Allison.baxter@greeleygov.com	
Project Name (160 character limit): 59 th Ave and O St Roundabout		City: Greeley	State: CO	Zip Code: 80524
Additional Financial Sponsors (if applicable): Weld County				
<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?

Funding			
	Source	Amount	Date Available
Federal Request	ST6;		2020
	ST6;		2021
Local Match			
Local Over Match			
Other Funding			
State Funding	CDOT		
Total Project Cost			
Total Local Funding			
Total STBG Funding Request			
Environmental Considerations			
What type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment,			
Anticipated Project Milestone Dates			
			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**

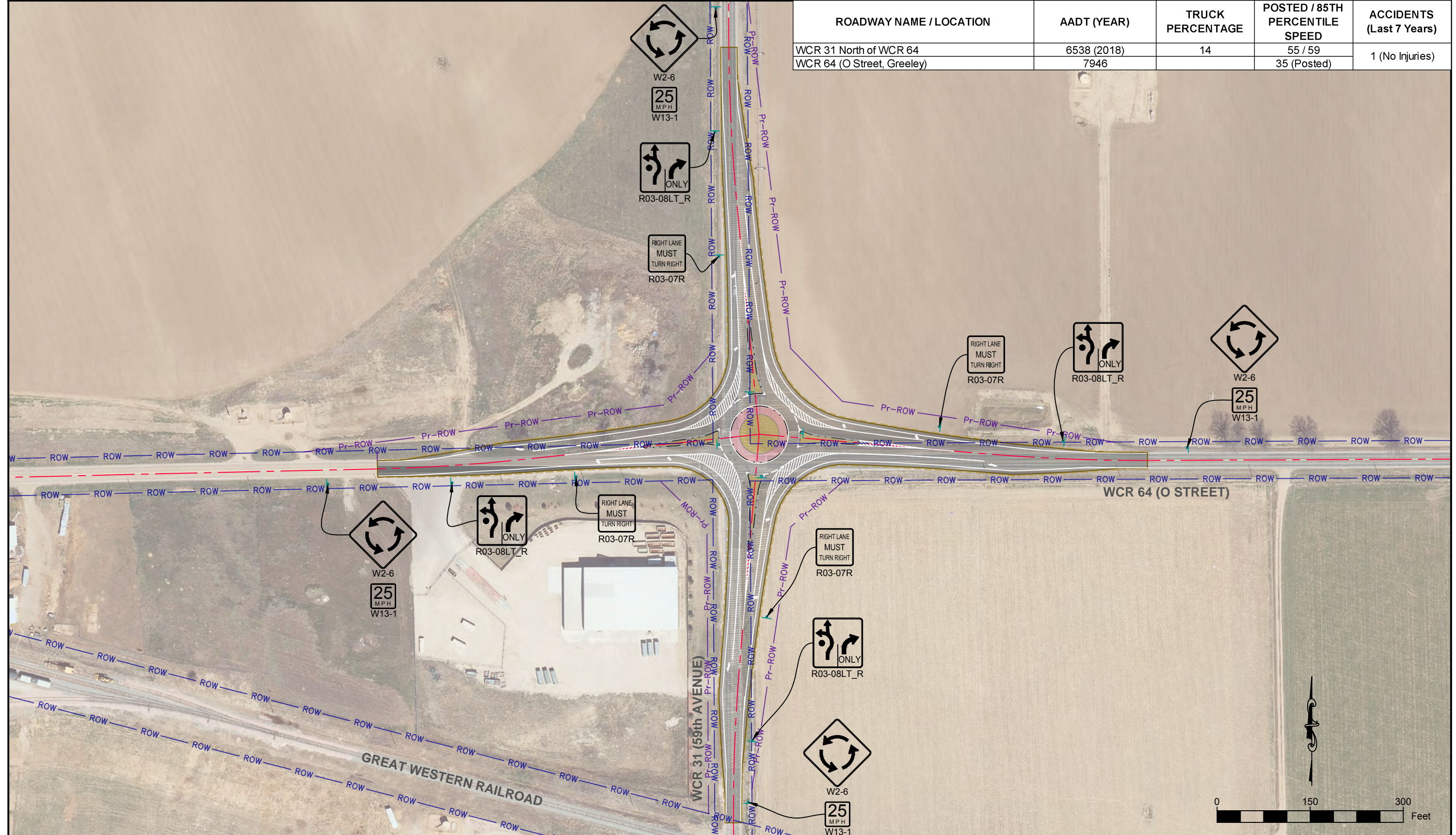


Project Name	CR 31 (59th Ave.)(Joint Project with Gree
Project Limits	WCR 64 AND WCR 31
DATE	29-Oct-18
TOTAL BUDGET AMOUNT	\$2,760,000
CONSTRUCTION SUBTOTAL	\$950,000
ENGINEERING SUBTOTAL	\$150,000
ESTIMATED BALANCE REMAINING	\$1,660,000
LENGTH (MILES)	0.82
Contracted Design/Build	
	DESIGN 2020
	R.O.W.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

CONSTRUCTION COSTS	UNIT	UNIT COST	QUANTITY	TOTAL
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>
ENGINEERING, ROW AND UTILITY COSTS	UNIT	UNIT COST	QUANTITY	TOTAL
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:

WCR 64 - WCR 31 INTERSECTION INTERSECTION PLAN	
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																																								
	<table border="1"> <thead> <tr> <th>Approach 1</th> <th>Approach 2</th> <th>Approach 3</th> <th>Approach 4</th> </tr> </thead> <tbody> <tr> <td>Average Annual Daily Traffic volume (AADT)</td> <td>4,040</td> <td>3,945</td> <td>2,550</td> <td>1,865</td> </tr> <tr> <td>Peak-hour Volume</td> <td>400</td> <td>400</td> <td>300</td> <td>180</td> </tr> <tr> <td>Truck Percentage</td> <td>18%</td> <td>18%</td> <td>18%</td> <td>18%</td> </tr> <tr> <td>Existing Delay per Vehicle</td> <td>35</td> <td>35</td> <td>35</td> <td>35</td> </tr> <tr> <td>Number of Lanes</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Existing Intersection % Left Turns</td> <td>10%</td> <td>11%</td> <td>28%</td> <td>19%</td> </tr> <tr> <td>Existing Intersection % Right Turns</td> <td>3%</td> <td>6%</td> <td>16%</td> <td>10%</td> </tr> </tbody> </table>	Approach 1	Approach 2	Approach 3	Approach 4	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%
Approach 1	Approach 2	Approach 3	Approach 4																																					
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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											
	<table border="1"> <thead> <tr> <th>Approach</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> </tr> </thead> <tbody> <tr> <td>Approach Delay Reduction per day</td> <td>13.2</td> <td>11.4</td> <td>9.5</td> <td>7.0</td> </tr> <tr> <td>Total Roundabout Delay Reduction per day</td> <td colspan="4">41.1</td> </tr> </tbody> </table>				Approach	1	2	3	4	Approach Delay Reduction per day	13.2	11.4	9.5	7.0	Total Roundabout Delay Reduction per day	41.1				hours
Approach	1	2	3	4																
Approach Delay Reduction per day	13.2	11.4	9.5	7.0																
Total Roundabout Delay Reduction per day	41.1																			

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 _{2.5})	0.024	0.081	0.105
Particulate Matter <10 µm (PM ₁₀)	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
TOTAL	100	

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.

**RESOLUTION NO. 2019-09
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE CITY OF GREELEY STBG PROJECT SCOPE CHANGE**

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 MPOs to develop a fiscally constrained Transportation Improvement Program (TIP); and

WHEREAS, the City of Greeley was awarded \$1,431,535 in federal Surface Transportation Block Group (STBG) funding in the NFRMPO’s 2016 Call for Projects for the O Street Widening—11th Avenue to Weld County Road (WCR) 37 Project; and

WHEREAS, the approval of the US85 Planning and Environmental Linkages (PEL) Study in 2017 has rendered the project as submitted and approved as obsolete with the recommended closure of O Street east of US85; and

WHEREAS, the City of Greeley submitted an application for STBG funding for the 59th Avenue and O Street Roundabout Project in place of the O Street Project; and the NFRMPO Technical Advisory Committee (TAC) and Federal Highway Administration (FHWA) have concurred with this approach and the project’s reasonableness; and

WHEREAS, the recommended project is consistent with the adopted 2040 Regional Transportation Plan Amended June 1, 2017 and will be incorporated into the FY2019-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the City of Greeley STBG project scope change.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of May 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: MPO Council

From: Crystal Hedberg

Date: May 2, 2019

Re: 2018 Audited Financial Statements

Background

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

Eide Bailly performed the 2018 independent audit. Carrie Endres and David Neiman, Eide Bailly, met with the finance committee on April 17 to review the finance statement package, the audit opinion, and required communication with management. The audit opinion states the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2018. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed. It was noted that Eide Bailly did not identify any deficiencies in internal control that would be considered material weaknesses.

The MPO finished the year under budget and increased its net financial position. The VanGo™ program finished the year over budget, but still increased its net financial position.

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

Staff will provide printed copies of the 2018 Audited Financial Statement to the May 2 Council meeting. Links to audit documents are below.

<https://nfrmpo.org/NFRMPO-Financials18-Published/>

<https://nfrmpo.org/2018-audit-correspondence/>

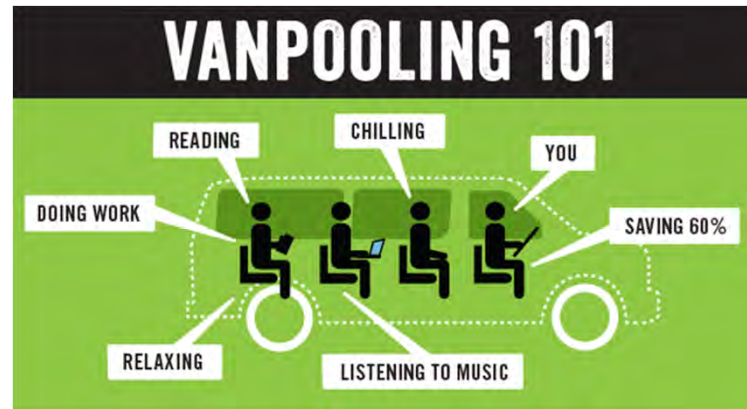
<https://nfrmpo.org/NFRMPO-Single-Audit-Report18-Published/>

Action

The Finance Committee recommends that the NFRMPO Council review and accept the 2018 Audited Financial Statements.



Q: What is VanGo™?

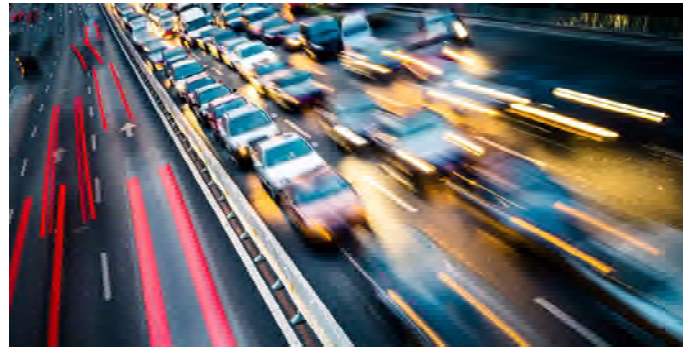


History

- Originally started by the City of Ft. Collins
- Housed in the MPO for over 20+ years



Q: Why would a commuter participate?



WHY?



Q: Why does the MPO house VanGo™?



202 Tons of CO
26 Tons of Volatile
Organic Compounds
25 Tons of Oxides of
Nitrogen

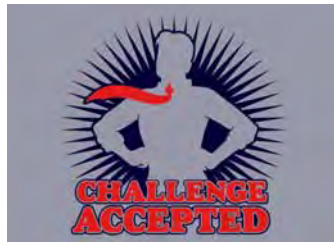


VanGo™ vans are an outwardly public, highly visible, and understandable representation of the NFRMPO.



VanGo™ Challenges

- Stagnate fuel prices
- Layoffs
- Relocation closer to work
- People wanting to participate but not wishing, or able, to drive
- Schedules



VanGo™ Opportunities

- Working closely with TMA's
- Exceptionally high customer service rating equates to increased referrals and customer retention
- I-25 traffic driving people to seek alternatives



Current VanGo™ Stats

- 47 Active Routes
- 237 Active participants
- 84% Occupancy Rate



MPO Council Responsibility



Thank you

**ANY
QUESTIONS**



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 2, 2019

Re: FY2020-2021 Unified Planning Work Program (UPWP)

Background

The NFRMPO staff has drafted the Tasks and Products for the FY2020-2021 Unified Planning Work Program (UPWP). The Finance Committee reviewed the FY2020 Budget on April 17, 2019 and it is anticipated they will recommend Planning Council approval at the June 6, 2019 meeting. The FY2020-2021 UPWP and FY2020 Budget will be an Action item at the June 6, 2019 Planning Council meeting to allow CDOT and FHWA approval prior to October 1, 2019.

The draft FY2020-2021 UPWP Tasks were provided to TAC ahead of the April 17, 2019 TAC meeting, with comments requested by Tuesday, April 30, 2019. The full FY2020-2021 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2020-2021-upwp.pdf>.

Action

NFRMPO staff requests Planning Council review the FY2020-2021 UPWP and provide comments and feedback.

Table 2: NFRMPO FY2020 Budget

	FHWA STP Metro	Match STP Metro	FHWA/FTA CPG	Match CPG	FHWA SPR	FC MM	FC Match	FTA 5310	FTA 5310 Match	FTA 5304	FTA 5304 Match	CDPHE	TOTAL
PLAN MONITORING													
1.1 Data Collection and Analysis	--	--	91,499	19,020	--	--	--	--	--	--	--	--	\$ 110,519
1.2 Safety and Security	--	--	5,545	1,153	--	--	--	--	--	--	--	--	\$ 6,698
1.3 Local Plan Reviews	--	--	5,545	1,153	--	--	--	--	--	--	--	--	\$ 6,698
1.4 Congestion Management Annual Report	--	--	8,319	1,729	--	--	--	--	--	--	--	--	\$ 10,048
1.5 Performance Measurement and Report	--	--	15,933	3,312	--	--	--	--	--	--	--	--	\$ 19,245
PLAN MONITORING SUBTOTAL	\$ --	\$ --	\$ 126,841	\$ 26,367	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 153,208

PLAN DEVELOPMENT													
2.1 Regional Transportation Plan Management	--	--	14,857	3,088	-	--	--	--	--	--	--	--	\$17,945
2.2 Land Use Model Management	--	--	70,020	14,555	-	--	--	--	--	--	--	--	\$84,575
2.3 Transportation Model Management	--	--	101,038	21,003	9,625	--	--	--	--	--	--	--	\$131,666
2.4 Regional Non-Motorized Plan	--	--	74,619	15,511	-	--	--	--	--	--	--	--	\$90,130
2.5 Planning Council & TAC Support	--	--	79,533	16,533	-	--	--	--	--	--	--	--	\$96,066
2.6 UPWP Development and Amendments	--	--	27,727	5,764	-	--	--	--	--	--	--	--	\$33,491
2.7 Environmental Justice Plan	--	--	69,810	14,512	-	--	--	--	--	--	--	--	\$84,322
2.8 2020 Household Survey	--	--	129,559	26,932	77,000	--	--	--	--	--	--	--	\$233,491
PLAN DEVELOPMENT SUBTOTAL	\$ --	\$ --	\$ 567,163	\$ 117,898	\$ 86,625	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 771,686

Table 2: NFRMPO FY2020 Budget, Continued

	FHWA STP Metro	Match STP Metro	FHWA/FTA CPG	Match CPG	FHWA SPR	FC MM	FC Match	FTA 5310	FTA 5310 Match	FTA 5304	FTA 5304 Match	CDPHE	TOTAL
PLANNING SERVICES													
3.1 Special Participation	--	--	104,819	21,790	--	--	--	--	--	--	--	5,000	\$131,609
3.2 Electronic Communications	--	--	99,800	20,746	--	--	--	--	--	--	--	20,000	\$140,546
PLANNING SERVICES SUBTOTAL	\$ --	\$ --	\$ 204,619	\$ 42,536	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 25,000	\$272,155
PLAN IMPLEMENTATION													
4.1 Project Assistance	--	--	21,227	10,987	--	--	--	--	--	--	--	--	\$ 32,214
4.2 Transportation Improvement Program	59,334	12,335	--	--	--	--	--	--	--	--	--	--	\$ 71,669
4.3 Federal Funds Management	27,727	5,764	--	--	--	--	--	--	--	--	--	--	\$ 33,491
4.4 Mobility Management	--	--	--	--	--	28,154	7,039	27,000	6,750	--	--	--	\$ 68,943
4.5 LC Sr. Transportation Implementation Plan	--	--	--	--	--	--	--	--	--	11,200	2,800	--	\$ 14,000
PLAN IMPLEMENTATION SUBTOTAL	\$ 87,061	\$ 18,099	\$ 21,227	\$ 10,987	\$ --	\$ 28,154	\$ 7,039	\$ 27,000	\$ 6,750	\$ 11,200	\$ 2,800	\$ --	\$ 220,317
PROGRAM ADMINISTRATION													
5.0 Local only	--	--	--	2,964	--	--	--	--	--	--	--	--	\$ 2,964
5.1 Program Management	--	--	--	--	--	--	--	--	--	--	--	--	\$ -
5.2 Grant Reporting and Management	--	--	24,955	5,187	--	--	--	--	--	--	--	--	\$ 30,142
5.3 Human Resources/IT	--	--	--	--	--	--	--	--	--	--	--	--	\$ -
PROGRAM ADMINISTRATION SUBTOTAL	\$ --	\$ --	\$ 24,955	\$ 8,151	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 33,106
NFRMPO ONLY TOTALS	\$ 87,061	\$ 18,099	\$ 944,805	\$ 205,939	\$ 86,625	\$ 28,154	\$ 7,039	\$ 27,000	\$ 6,750	\$ 11,200	\$ 2,800	\$ 25,000	\$ 1,450,472

Table 3: VANGO™ FY2020 Budget

	FC SALES TAX	VANGO™ FARES	VAN SALES	TOTAL
OPERATIONS				
6.1 Vanpool Services	161,058	554,078	--	\$ 715,136
6.2 Vanpool Marketing	36,207	--	--	\$ 36,207
6.3 Vehicle Acquisition and management	270,460	--	60,000	\$ 330,460
6.4 Grant Management	7,672	--	--	\$ 7,672
6.5 Grant Reporting	34,935	--	--	\$ 34,935
OPERATIONS SUBTOTAL	\$ 510,332	\$ 554,078	\$ 60,000	\$ 1,124,410

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
May 2, 2019 Evans	Draft <u>2019 Congestion Management Process (CMP)</u>	Ryan Dusil
Objective/Request Action		
To review and discuss the Draft <u>2019 CMP</u> .		<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"> • A Congestion Management Process (CMP) is a “systematic and regionally-accepted approach for managing congestion.”¹ • CMPs are federally required to be performance-based; to identify and evaluate potential congestion mitigation strategies; and to identify an implementation schedule, responsible parties, and possible funding sources for proposed strategies. • The CMP currently in effect for the region is the <u>2015 CMP</u>. The <u>2019 CMP</u> will replace the <u>2015 CMP</u> and will be incorporated into the <u>2045 Regional Transportation Plan (RTP)</u>. • As noted in the document, several sections are missing data and will be updated following the completion of the 2015 Base Year Regional Travel Demand Model (RTDM) and the finalization of the 2045 Regionally Significant Corridors (RSCs). • The Draft <u>2019 CMP</u> is available for review at https://nfrmpo.org/wp-content/uploads/draft-2019-cmp-revised.pdf. 		
Committee Discussion		
<ul style="list-style-type: none"> • TAC discussed the <u>2019 CMP</u> at their March 20, 2019 and April 17, 2019 meetings. Revisions to strategies and opportunities have been incorporated. 		
Supporting Information		
<ul style="list-style-type: none"> • Relevant Goals, Objectives, and Performance Measures, and Targets (GOPMT) were incorporated into the <u>2019 CMP</u>, including; <ul style="list-style-type: none"> ○ Travel Time Index (TTI) ○ Vehicle Miles Traveled (VMT) ○ Travel Time Reliability (TTR) ○ Number of crashes ○ Weekday transit ridership per capita ○ Percent of commuter trips made via a non-Single Occupant Vehicle (SOV) mode ○ Percent National Highway System (NHS) miles covered by fiber • Following guidance provided by FHWA during the NFRMPO Quadrennial review, the <u>2019 CMP</u> Strategies Chapter was restructured. • Strategies were grouped into six Tiers, structured generally from high-efficacy and/or low cost to low-efficacy and/or high cost. Each strategy includes a description, example(s), pros and cons, and special considerations. <ul style="list-style-type: none"> ○ High-efficacy strategies are those with a large and lasting impact on VMT and congestion. ○ Low-efficacy strategies are those with a small and short-term impact on VMT and congestion. • Chapter 5: Implementation identifies congested corridors, opportunities for managing congestion on these corridors, and parties responsible for implementation, per federal regulations. General recommendations for implementing the <u>2019 CMP</u> and a brief discussion of funding opportunities are also included in Chapter 5. This Chapter was added to conform with federal regulations. • Congested Corridors are defined as any RSC with at least one segment (as defined in various datasets) with an average AM or PM peak period TTI greater than or equal to 1.5 in 2018 or 2030 and/or a TTR greater than or equal to 1.5 in 2018. 		

¹ https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm

Advantages
<ul style="list-style-type: none">• The Draft <u>2019 CMP</u> meets federal requirements and identifies strategies to manage congestion.
Disadvantages
<ul style="list-style-type: none">• None.
Analysis/Recommendation
Staff requests Planning Council members review the Draft <u>2019 CMP</u> .
Attachments
<ul style="list-style-type: none">• Sample Congested Corridor: RSC #1: North I-25• Draft <u>2019 CMP</u> Presentation

RSC #1: North I-25 Corridor

RSC #1, North Interstate 25, runs through the center of the NFRMPO planning area, providing regional, inter-regional, and national connectivity. The corridor is currently two general-purpose lanes in each direction, passing through Fort Collins, Timnath, Windsor, Loveland, Johnstown, and Berthoud.

Opportunities:

- Implement ramp metering at all on ramps between Johnstown and Fort Collins
- Adaptive Signal Control Technology (ASCT) for all signals within one mile of N I-25 along Mountain Vista Drive, SH14, Prospect Road, Harmony Road, SH392, Crossroads Boulevard, US34, SH 402, SH60, and SH 56
- Increase Bustang Express Bus frequency
- Partner with COLT, Transfort, and GET on increasing service to Bustang stops and explore other feeder bus service options
- Complete on-road bicycle infrastructure gaps and develop grade-separated bike/ped crossings across N I-25 where feasible
- Add Park-n-Ride capacity where feasible
- Study commuter rail options on parallel corridors as identified in the N I-25 EIS

Parties Responsible:

- CDOT
- Larimer County
- Weld County
- Fort Collins
- Timnath
- Windsor
- Loveland
- Johnstown
- Berthoud

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	5.0%	0.0%	2.5%
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Population living within ¼ mile	7,357	29,828	67,014
Jobs located within ¼ mile	15,246	20,126	50,618

Source: NFRMPO 2045 Regional Travel Demand Model (RTDM), NFRMPO 2045 Land Use Allocation Model, INRIX, NPMRDS

	Imp	Plan
Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices	X	X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure		X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs	X	X
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		X
Transit Incentives		
Transit Service Quality Factors		X
Transit Service Quantity Factors	X	
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		X
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		X
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)	X	X
Ramp Metering	X	X
Signage Improvements	X	X
Traffic Operations Center	X	
Traffic Signal Timing Adjustments		
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol	X	
Traffic Incident Management Plan	X	
Tier 6: Road Capacity		
Auxiliary Lanes	X	X
Climbing Lanes	X	
Grade-Separated Crossings/Intersections	X	X
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		X

Draft 2019 Congestion Management Process (CMP)

Planning Council



May 2, 2019

Federal Requirements of CMP



- Definition of congestion management **objectives** and appropriate performance measures
- Coordinated program for **data collection** and system performance monitoring
- Identification and evaluation of the anticipated performance and expected benefits of appropriate **congestion management strategies**
- Identification of an **implementation** schedule, responsibilities, and possible funding sources for each proposed strategies
- Periodic **assessment** of the effectiveness of implemented strategies

Structure of the 2019 CMP



Chapter 1: Background and Purpose

Chapter 2: Goals and Objectives

Chapter 3: Quantifying Congestion

Chapter 4: Identifying Strategies to Manage Congestion

Chapter 5: Implementation

3

Draft 2019 CMP

Congestion-Related GOPMT



Goal Area 1: Economic Development and Quality of Life

- Conform to air quality requirements

Goal Area 2: Mobility

- Reduce number of severe traffic crashes
- Reduce congestion
- Improve travel time reliability

Goal Area 3: Multi-Modalism

- Increase mode share of non-Single Occupant Vehicles (SOV) modes
- Develop infrastructure that supports alternate modes and connectivity

Goal Area 4: Operations

- Enhance Transit Service in the NFR region

4

Draft 2019 CMP

Congestion-Related GOPMT



Direct Measures of Congestion:

CMP Performance Measure	Description	Type of Congestion
Travel Time Index (TTI)	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off peak travel times.	Recurring
Vehicle Miles Traveled (VMT) per Capita	Miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips or for specific destinations including home, work, commercial, etc.	Recurring
Travel Time Reliability	Measures unexpected delay. A corridor may be congested, but reliable if the congestion is consistent.	Non-Recurring

5

Draft 2019 CMP

Congestion-Related GOPMT



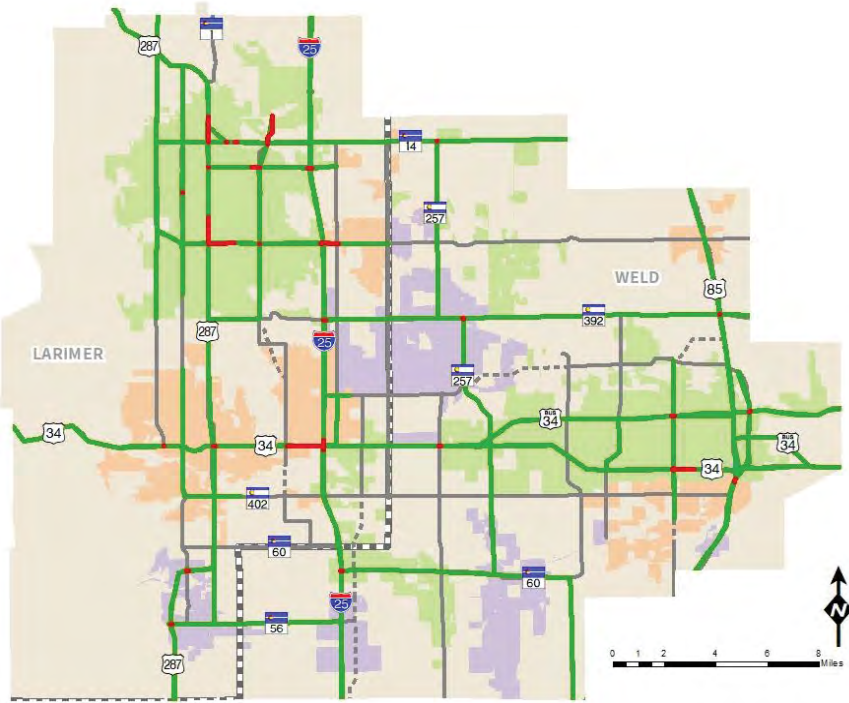
Indirect Measures of Congestion:

CMP Performance Measure	Description	Type of Congestion
Number Crashes	Collisions involving one or more vehicles.	Non-recurring
Weekday transit ridership per Capita	The number of unlinked weekday trips per resident within each provider's service area. Measuring per capita helps account for continued population growth.	Recurring
Percent of non-single occupant vehicle (SOV) commute trips	Percent of all commute trips completed by any mode other than SOV, including by transit, bicycle, walking, or carpooling.	Recurring
Percent NHS miles covered by fiber	Percent of NHS miles with fiber-optic cables installed and used for transportation management purposes.	Recurring/Non-recurring

6

Draft 2019 CMP

2018 Travel Time Index (TTI)

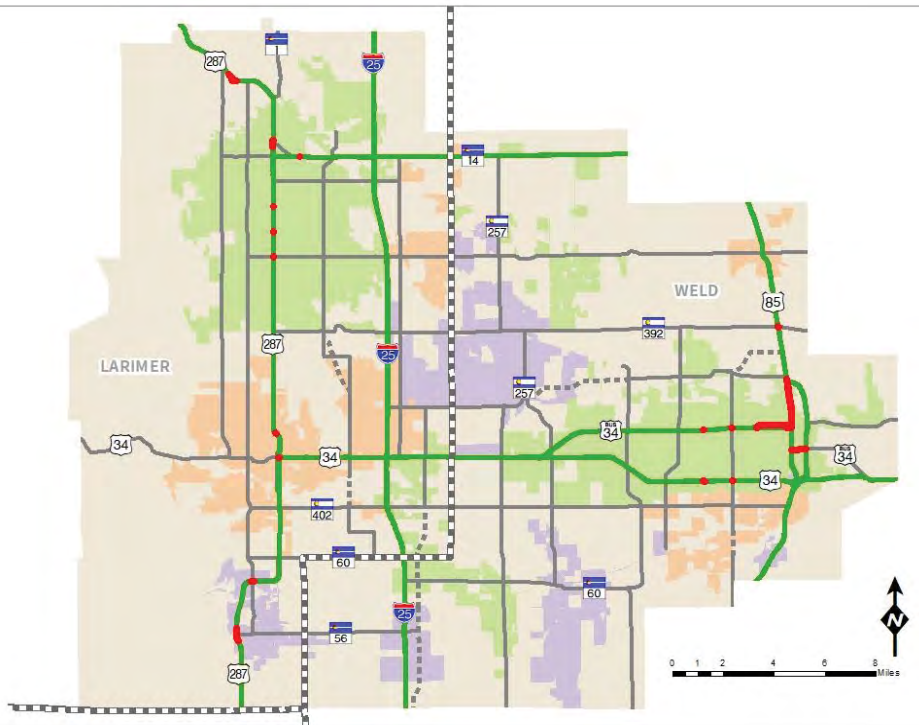


Legend

- RSC - Existing
- RSC - Proposed
- TTI < 1.5
- TTI >= 1.5
- County Boundary
- NFRMPO Boundary

April 2019
Sources: CDOT, NFRMPO
Via 20+ First Target Metropolitan Planning Organization

2018 Travel Time Reliability (TTR)



Legend

- RSC - Existing
- RSC - Proposed
- TTR < 1.5
- TTR >= 1.5
- County Boundary
- NFRMPO Boundary

April 2019
Sources: CDOT, NFRMPO
Via 20+ First Target Metropolitan Planning Organization

High-Efficacy/Low-Cost

Tier 1

Strategies that most directly reduce congestion by shortening, reducing, or circumventing the need for trips.

Tier 2

Strategies that increase the availability and access to non-motorized modes and transit.

Tier 3

Auto-oriented TDM strategies that limit SOV trips during peak travel times.

Tier 4

Improving roadway operations without expansion, including ITS.

Tier 5

Traffic Incident Management (TIM) strategies.

Tier 6

Roadway capacity projects.

Low-Efficacy/High-Cost

Bicycle Share Service

A system in which shared bicycles are made available to individuals for trips around town. Bicycles can be checked out from designated locations for designated amounts of time.

Example

Pace Bicycle Share in Fort Collins has a system of 250 bicycles across 42 stations around the City. Bicycles can be located and rented using a smartphone at both pay-as-you-go and plan rates. Bicycles can be returned to the designated stations or public bicycle racks. The University of Northern Colorado (UNC) in Greeley operates a Blue Cruiser Bicycle Program for students to check out bicycles free of charge for a week at a time from the Campus Recreation Center.

Pros

- Offers a comfortable and accessible entry for people unfamiliar with biking
- Allows users to access bicycles without buying their own
- Bicycle fleets are maintained and repaired professionally

Cons

- Systems have geographic limitations
- Requires a certain level of population and employment density to make the system sustainable
- If the system is not managed well, bicycles may be neglected and can obstruct public rights-of-way

Other Factors or Considerations

- The appropriate system model depends on the user base (students, tourists, residents, etc.).
- Public and private partnerships and advertisement opportunities can help kickstart and maintain the system.

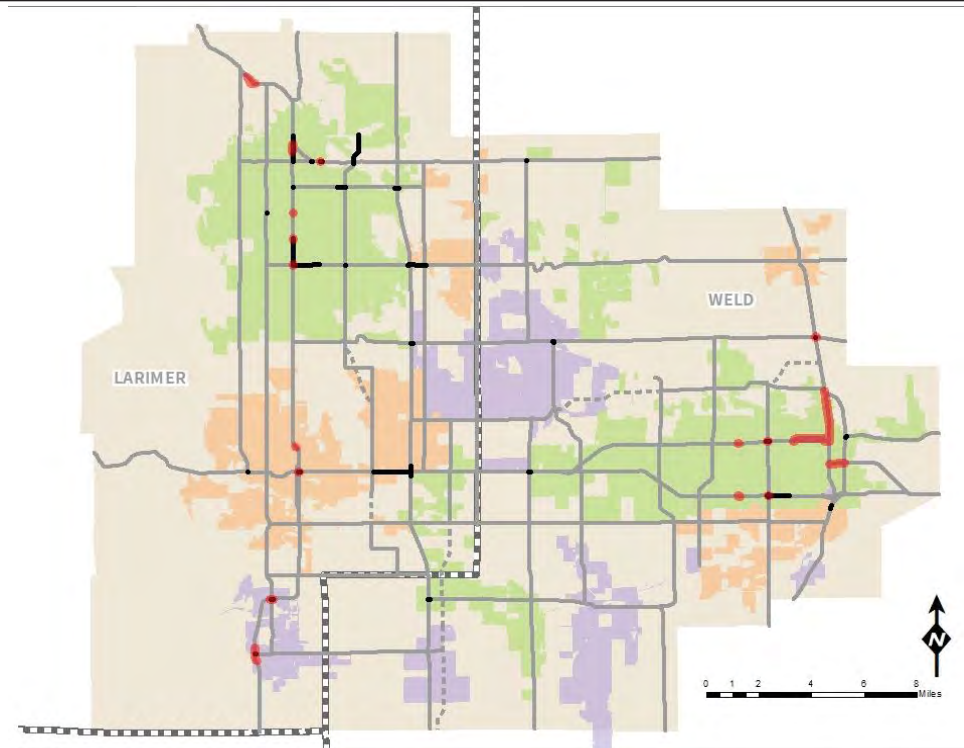
Implementation

- Identifies congested corridors
- Draft recommendations for each congested corridor
- Parties responsible for implementation
- General recommendations for implementation
- Preliminary identification of funding sources

Congested Corridor Identification

One or more conditions met for any segment on RSC:

- **Travel Time Index (TTI) ≥ 1.5** in 2018 or 2030
 - Measured using INRIX data, local data (BlueTOAD, Acyclica), or Regional Travel Demand Model data
- **Travel Time Reliability (TTR) ≥ 1.5** in 2018
 - Measured using NPMRDS data (NHS system only)



Legend

- RSC - Existing
- TTI >= 1.5
- - - RSC - Proposed
- TTR >= 1.5
- ▭ County Boundary
- ▭ NFRMPO Boundary

April 2019
Sources: CDOT, NFRMPO
No. 1st Street
Metropolitan
Planning
Organization

RSC #1: North I-25 Corridor

RSC #1, North Interstate 25, runs through the center of the NFRMPO planning area, providing regional, inter-regional, and national connectivity. The corridor is currently two general-purpose lanes in each direction, passing through Fort Collins, Timnath, Windsor, Loveland, Johnstown, and Berthoud.

Opportunities:

- Implement ramp metering at all on ramps between Johnstown and Fort Collins
- Adaptive Signal Control Technology (ASCT) for all signals within one mile of N I-25 along Mountain Vista Drive, SH14, Prospect Road, Harmony Road, SH392, Crossroads Boulevard, US34, SH 402, SH60, and SH 56
- Increase Bustang Express Bus frequency
- Partner with COLT, Transfort, and GET on increasing service to Bustang stops and explore other feeder bus service options
- Complete on-road bicycle infrastructure gaps and develop grade-separated bike/ped crossings across N I-25 where feasible
- Add Park-n-Ride capacity where feasible
- Study commuter rail options on parallel corridors as identified in the N I-25 EIS

Parties Responsible:

- CDOT
- Larimer County
- Weld County
- Fort Collins
- Timnath
- Windsor
- Loveland
- Johnstown
- Berthoud

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	5.0%	0.0%	2.5%
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Population living within 1/4 mile	7,357	29,828	67,014
Jobs located within 1/4 mile	15,246	20,126	50,618

Source: NFRMPO 2045 Regional Travel Demand Model (RTDM), NFRMPO 2045 Land Use Allocation Model, INRIX, NPMRDS

	imp	Plan
Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices		X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure		X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs		X
Parking Pricing or Parking Restrictions		X
Pedestrian Infrastructure		
Transit Incentives		
Transit Service Quality Factors		X
Transit Service Quantity Factors		X
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		X
Tier 4: Improving Roadway Operations without expansion		
Access Management		X
Advanced Traveler Information System		X
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		X
Fiber-Optic Communications		X
Maintenance Decisions and Support System (MDSS)		X
Ramp Metering		X
Signage Improvements		X
Traffic Operations Center		X
Traffic Signal Timing Adjustments		
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		X
Traffic Incident Management Plan		X
Tier 6: Road Capacity		
Auxiliary Lanes		X
Climbing Lanes		X
Grade-Separated Crossings/Intersections		X
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		X

Recommendations

NFRMPO Responsibilities

- Standardize reporting process for general-purpose projects to be included in the TIP to ensure all relevant TDM and Operational Improvements were considered prior to the general-purpose project.
- Modify scoring criteria for the Call for Projects to reflect the Strategy Tiers and/or the Corridor recommendations.
- Encourage NFRMPO planning partners to use evaluation tools to better understand the costs and benefits of expanding or creating new TDM programs.
- Track progress of the [2019 CMP](#) by reporting on metrics outlined in **Chapter 3**.
- Conduct education and outreach during community events to encourage residents to consider implementing congestion-mitigating strategies at home.
- Partner with Regional Air Quality Council (RAQC) through Simple Steps. Better Air campaign to leverage educational materials.

NFRMPO Planning Partners Responsibilities

- Identify local funding sources and additional grant opportunities to fund strategies identified for their jurisdiction.
- Work with community partners to identify opportunities for more efficient land use planning and development.
- Coordinate with private entities within their jurisdiction to encourage the implementation of organization-specific strategies.
- Explore tools designed to measure the costs and benefits of existing or planned TDM programs to develop data in support of expanding or creating new TDM programs.

Key Pieces



- Strategies: pros, cons, special considerations
- Definition of congestion: TTI and/or TTR ≥ 1.5
- Strategies implemented and planned along congested corridors
- Corridor-specific opportunities for managing congestion
- General recommendations for implementation

Next Steps



- **May 15, 2019 TAC Meeting** – CMP Recommendation
- **June 6, 2019 Planning Council Meeting** – CMP Adoption

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Draft 2019 CMP

Questions?



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Draft 2019 CMP

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By									
May 2, 2019 Evans	2045 Regionally Significant Corridor (RSC) Changes	Ryan Dusil									
Objective/Request Action											
To inform Planning Council of the 2045 RSC criteria and 2045 RSC network scheduled for approval by TAC on May 15, 2019.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action									
Key Points											
<p>The NFRMPO identifies RSCs to focus limited transportation funding dollars (STBG and CMAQ) and planning efforts on the corridors most significant to the region. The RSC network is required for the <u>2045 Regional Transportation Plan (RTP)</u> and the <u>2019 Congestion Management Process (CMP)</u>.</p>											
<p>NFRMPO staff are recommending changes to the 2040 RSCs to:</p> <ul style="list-style-type: none"> • Address concerns raised by the NFRMPO Planning Council regarding 2040 RSCs that are unpaved and/or do not serve regional traffic; and • Align the RSCs with federal funding eligibility. 											
<p>The recommended 2045 RSC selection criteria are:</p> <ol style="list-style-type: none"> 1. Include all Interstates, US Highways, and State Highways. 2. Include all other roadways that meet the following criteria: <ol style="list-style-type: none"> a. The roadway is eligible to receive federal aid. b. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045. c. Segments of roadway that do not yet exist or are not currently federal-aid eligible have improvements planned by 2045. d. The roadway serves regional traffic as determined by local knowledge. 											
<p>The recommended 2045 RSC selection criteria will result in the following changes from the 2040 RSC Network to the 2045 RSC Network:</p>											
Corridors Added											
<table border="1"> <thead> <tr> <th data-bbox="261 1501 464 1549">2045 RSC</th> <th data-bbox="464 1501 773 1549">Description</th> <th data-bbox="773 1501 1170 1549">Rationale</th> <th data-bbox="1170 1501 1427 1549">Communities</th> </tr> </thead> <tbody> <tr> <td data-bbox="261 1549 464 1633">RSC #23: 8th Street</td> <td data-bbox="464 1549 773 1633">US 85 on the west to the eastern MPO boundary</td> <td data-bbox="773 1549 1170 1633">Connects to an Activity Center (Greeley-Weld County Airport)</td> <td data-bbox="1170 1549 1427 1633">Greeley, Weld County</td> </tr> </tbody> </table>				2045 RSC	Description	Rationale	Communities	RSC #23: 8 th Street	US 85 on the west to the eastern MPO boundary	Connects to an Activity Center (Greeley-Weld County Airport)	Greeley, Weld County
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Corridors Removed											
<ul style="list-style-type: none"> • NONE 											
Corridors Extended											
<ul style="list-style-type: none"> • NONE 											
Corridors Shortened											
<table border="1"> <thead> <tr> <th data-bbox="250 1812 570 1877">2045 RSC</th> <th data-bbox="570 1812 812 1877">Description</th> <th data-bbox="812 1812 1179 1877">Rationale</th> <th data-bbox="1179 1812 1427 1877">Communities</th> </tr> </thead> <tbody> <tr> <td data-bbox="250 1877 570 1976">RSC #9: SH 56</td> <td data-bbox="570 1877 812 1976">Meadowlark Alignment parallel to US 287</td> <td data-bbox="812 1877 1179 1976">No longer SH 56</td> <td data-bbox="1179 1877 1427 1976">Berthoud</td> </tr> </tbody> </table>				2045 RSC	Description	Rationale	Communities	RSC #9: SH 56	Meadowlark Alignment parallel to US 287	No longer SH 56	Berthoud
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RSC #9: SH 56	Meadowlark Alignment parallel to US 287	No longer SH 56	Berthoud								

RSC #9: SH 56	Proposed WCR 9.5 to WCR 17	Not a State Highway. Majority is not federal-aid eligible and no improvements planned	Berthoud, Johnstown, Weld County
RSC #19: WCR 13	SH 402 to WCR 38	Not federal-aid eligible and no improvements planned	Johnstown, Weld County
RSC #25: 83 rd Avenue / Two Rivers Parkway	WCR 80 to WCR 64.5	Not federal-aid eligible and improvements planned for minority of corridor	Severance, Weld County
RSC #16: LCR 7 / LCR 9 / Timberline Road	SH 60 to WCR 38	Not federal-aid eligible and no improvements planned	Berthoud, Weld County

Committee Discussion

This is the first and only time Planning Council is scheduled to see the 2045 RSCs as a stand-alone item. The 2045 RSCs will be incorporated into the [2019 CMP](#) and the [2045 RTP](#), which will both go to Planning Council for Discussion and Action in May and June and August and September, respectively.

Supporting Information

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

Functional Classification Change Requests: If a local agency believes a locally-owned roadway warrants a change of functional classification based on the Federal Functional Classification Guidance, the agency can submit a functional classification change request to CDOT.

In January and April 2019, the NFRMPO and several local agencies jointly submitted functional classification change requests to CDOT for the following roadways:

- Centerra Parkway – Crossroads Boulevard to US 34
- WCR 13 – SH 14 to US 34
- Two Rivers Parkway – 83rd Avenue to SH 60

These road segments are currently part of the 2040 RSC Network, but are not eligible for federal aid. The requests are still pending. If approved, the road segments will become eligible for federal aid. NFRMPO staff is recommending these road segments be retained in the 2045 RSC Network with the option to revise them, if necessary, once the functional classification change requests have been processed.

Advantages

2045 RSCs allow the NFRMPO to perform analysis for the [2019 CMP](#), [2045 RTP](#), and ensure a federal-aid eligible network for the NFRMPO's biennial Call for Projects.

Disadvantages

None noted.

Analysis/Recommendation

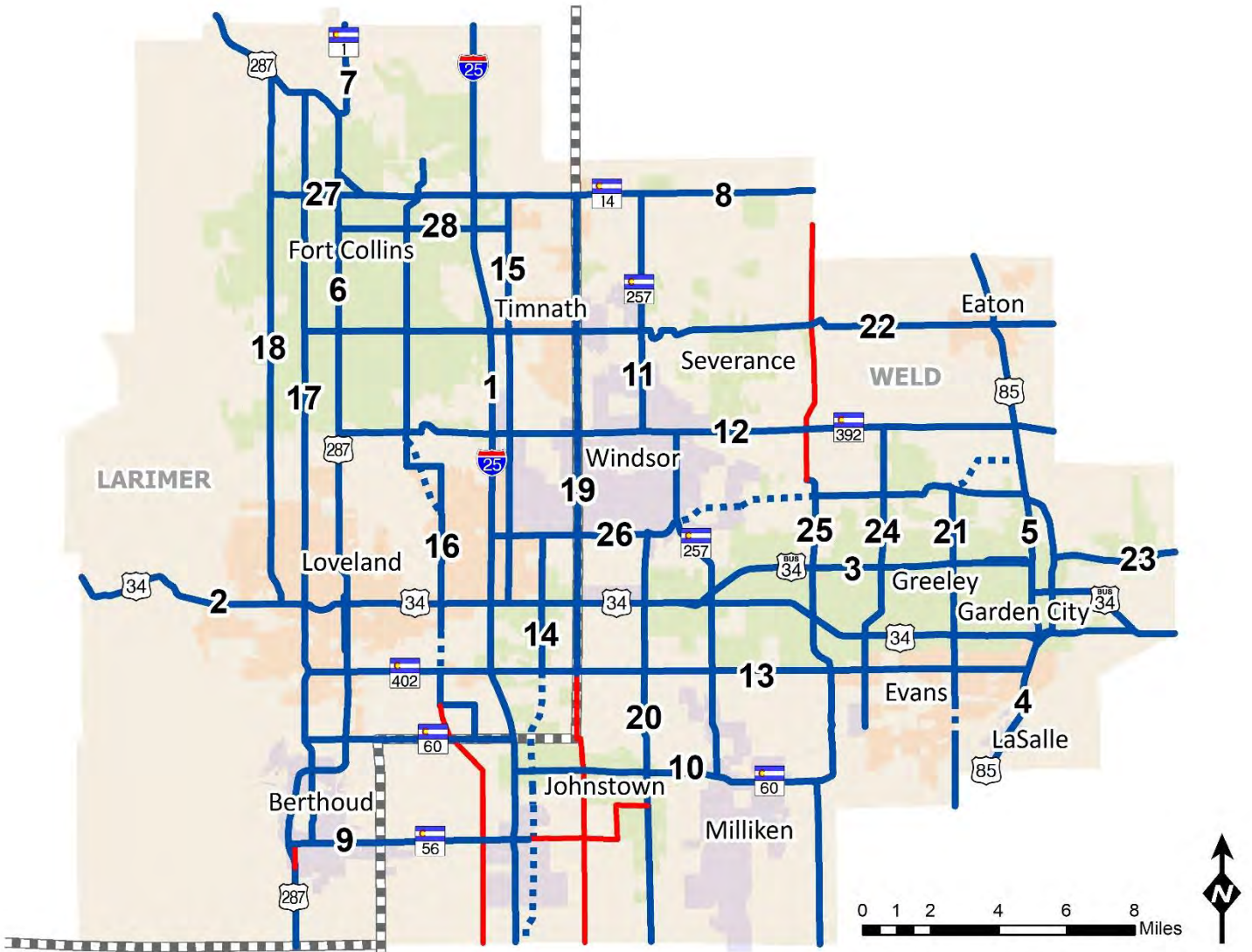
TAC recommended small changes to 2045 RSC naming and numbering convention, which are reflected in the attachments.

Attachments



- Proposed 2045 RSC Map
- Proposed 2045 RSC Table

Rev. 11/28/2018

Proposed 2045 RSC Map



Legend

- Existing Road
- - - Proposed Road
- Remove
-  County Boundary
-  NFRMPO Boundary

April 2019  North Front Range Metropolitan Planning Organization
 Sources: CDOT, NFRMPO

Proposed 2045 RSC Table				
RSC	Name	Centerline Miles		Description
		Current	Buildout	
1	I-25	27.1	27.1	Northern MPO boundary to southern MPO boundary
2	US 34	34.4	34.4	Western MPO boundary to eastern MPO boundary
3	US 34 Business Route	15.5	15.5	US 34 MP 102 on the west to US 34 MP 115.5 on the east
4	US 85	16.3	16.3	WCR 70 on the north to WCR 48 on the south
5	US 85 Business Route	4.4	4.4	US 34 on the south to US 85 on the north
6	US 287	32.5	32.5	Northern MPO boundary to southern MPO boundary, includes Berthoud Bypass
7	SH 1	2.8	2.8	Northern MPO boundary to US 287 on the south
8	SH 14	14.2	14.2	US 287 on the west to eastern MPO boundary
9	SH 56	7	7	US 287 on the west to the RSC 14 extension on the east
10	SH 60	19.8	19.8	US 287 on the west to the southern MPO boundary
11	SH 257	18.6	18.6	SH 14 on the north to SH 60 on the south, includes offset in Windsor
12	SH 392	21.3	21.3	US 287 on the west to US 85 on the east
13	SH 402 / Freedom Parkway	21.2	21.2	LCR 17 on the west to US 85 on the east
14	Larimer County Road (LCR) 3	4	12.1	Crossroads Boulevard on the north to southern MPO boundary
15	LCR 5	12	12	SH 14 on the north to US 34 on the south
16	LCR 7 / LCR 9 / Timberline Road	18	21.7	Vine Drive on the north to SH 60 on the south
17	LCR 17 / Shields Street / Taft Avenue	22.2	22.2	US 287 on the north to SH 56 on the south
18	LCR 19 / Taft Hill Road / Wilson Avenue	15.7	15.7	US 287 on the north to US 34 on the south
19	Weld County Road (WCR) 13	14.1	14.1	SH 14 on the north to US 34 on the south
20	WCR 17	12.1	12.1	Crossroads Boulevard Extension on the north to southern MPO boundary
21	WCR 35 / 35th Avenue	8.3	9.4	O Street on the north to US 85 on the south
22	WCR 74 / Harmony Road	22.6	22.6	LCR 17 on the west to the eastern MPO boundary
23	8th Street	3.6	3.6	US 85 on the west to the eastern MPO boundary
24	59th Avenue / 65th Avenue	9.1	9.1	SH 392 on the north to 54th Street on the south
25	83rd Avenue / Two Rivers Parkway	9.8	9.8	WCR 64.5 on the north to SH 60 on the south
26	Crossroads Boulevard / O Street	12	18.8	I-25 on the west to US 85 on the east
27	Mulberry Street	2.7	2.7	LCR 19 on the west to Riverside Avenue (SH 14) on the east
28	Prospect Road	5	5	US 287 on the west to LCR 5 on the east



North Front Range MPO Area - Project Status Updates (4/23/2019)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
SH14/US287 Flood Repair NW of Fort Collins	<i>Construction is underway</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Construction begins June 2019</i>
I-25	
Design /Build	<i>Construction is underway. SH402 Closure started</i>
Wellington to WYO Cable Rail	<i>Ad June 2019</i>
Vine Drive Bridge	<i>Construction starts May 2019</i>
Segment 6 (SH56 to SH402)	<i>In design- construction start estimate Fall 2019</i>
US34	
Big Thompson Canyon Flood Repair	<i>Roadway is open. Wrapping up construction</i>
SH60	
WCR 40 Intersection Improvements	<i>Construction is underway.</i>
Over the South Platte River	<i>Construction is underway. Complete by July 2019</i>
US287	
SH1 to LaPorte Bypass	<i>Approx. 30 working days left</i>
Foothills Parkway Intersection	<i>Advertise April 2019. Construction late 2019</i>
Owl Canyon Rd Feasibility Study	<i>Underway</i>
ADA Curb Ramp Program	
Greeley ADA Curb Ramps Phase 1	<i>Construction complete</i>
Loveland ADA Curb Ramps Phase 1	<i>Construct May 2019</i>
Windsor Curb Ramps	<i>Construct Summer 2019</i>