



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA

June 6, 2019

**Johnstown Community Center
101 Charlotte Street
Johnstown, 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-May 2, 2019 (Pg. 8)

PUBLIC HEARING:

3) Air Quality Conformity	Becky Karasko	5 min
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Lead Planning Agency for Air Quality Agenda

		<u>Estimated Time</u>
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4) Air Pollution Control Division (APCD)	Rick Coffin	15 min
5) Regional Air Quality Council (RAQC)	(Written)	

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

6) Report of the Chair	Kristie Melendez	<u>Estimated Time</u> 5 min
7) Executive Director Report	Suzette Mallette	5 min
8) Finance (Pg.14)	Written/D. Clark	
9) TAC (Pg.17)	(Written)	
10) Mobility	(Written)	

PRESENTATION:

11) CDOT Executive Director Update	Shoshana Lew	20 min
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CONSENT ITEMS:

12) 1 st Quarter Unaudited Financial Statements (Pg.18)	Crystal Hedberg	
13) Air Quality Conformity (Pg.31) Resolution 2019-10	Becky Karasko	
14) 2020-2023 Transportation Improvement Program (TIP) (Pg.34) Resolution 2019-11	Medora Bornhoft	
15) 2019 VanGo Budget Amendment (Pg.37) Resolution 2019-12 and 2019-13	Crystal Hedberg	
16) FY2020-21 Unified Planning Work Program (UPWP) (Pg.43) Resolution 2019-14	Suzette Mallette	

ACTION ITEMS:

17) May 2019 TIP Amendment (Pg.45) Resolution 2019-15	Medora Bornhoft	5 min
18) 2045 Regionally Significant Corridors (RSC) (Pg.52) Resolution 2019-16	Ryan Dusil	10 min

DISCUSSION ITEM:

19) Fiscally Constrained Plan (Pg.59)	Becky Karasko	20 min
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COUNCIL REPORTS:

Transportation Commission		5 min
I-25 Update	Kathy Gilliland/Heather Paddock	
US 34 Coalition	Dave Clark	
Statewide Transportation Advisory Committee (STAC) (Pg.64)	Kristie Melendez	
Host Council Member Report	(Written)	
	Troy Mellon	

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

NEXT MPO COUNCIL MEETING:

**JULY 11, 2019
Weld County**



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

Kristen Stephens, Mayor Pro Tem

Alternate- Wade Troxell, Mayor

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- Heather Paddock, 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)

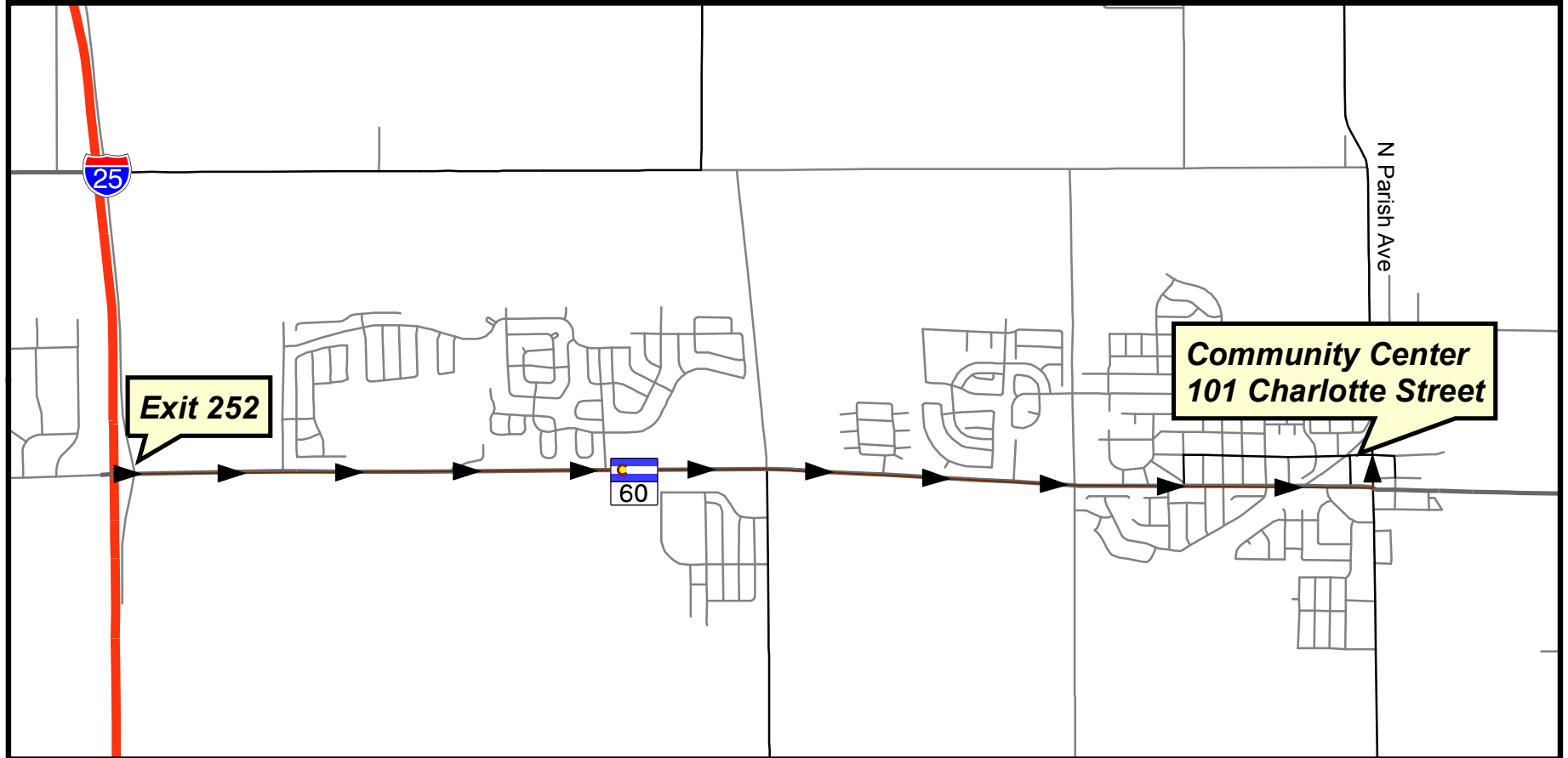
GLOSSARY (cont'd)

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 Johnstown Community Center 101 Charlotte Street

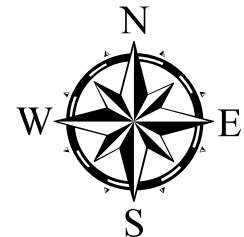


Directions:

Take Exit 252 from I-25 and head east on SH 60 toward Johnstown. Cross the railroad tracks. Take a left onto N. Parish Avenue and go for one block. Take a left onto Charlotte Street.



North Front Range
Metropolitan
Planning
Organization



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

**May 2, 2019
Riverside Library & Cultural Event Center
3700 Golden Street
Evans, CO**

Voting Members Present:

Kristie Melendez - Chair -Windsor
Brian Rudy -Evans
Susan Gutowski -Fort Collins
Robb Casseday -Greeley
Troy Mellon -Johnstown
Tom Donnelly -Larimer County
Claudia Reich -LaSalle
Dave Clark -Loveland
Don McLeod -Severance
Aaron Pearson -Timnath
Steve Moreno -Weld County
Kathy Gilliland -Transportation
Commission

Voting Members Absent:

William Karspeck -Berthoud
Kevin Ross -Eaton
Fil Archuleta -Garden City
Elizabeth Austin -Milliken
Rick Coffin -CDPHE

MPO Staff:

Suzette Mallette, Executive Director; Crystal Hedberg, Finance Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; Medora Bornhoft and Ryan Dusil, Transportation Planner II.

In Attendance:

Dawn Anderson, Chad Crager, Jim Eussen, A.J. Hamon, Butch Hause, Joel Hemeseth, Kim Higgins, Myron Hora, Wayne Howard, Mark Jackson, Will Jones, Dave Kisker, Alana Koenig, Kelly Maiorana, Mitch Nelson, Heather Paddock, Mark Peterson, Tim Singlewald, Robin Stoneman, Steve Teets, Rebecca White.

Chair Melendez called the MPO Council meeting to order at 6:04 p.m.

Public Comment:

Steve Teets, Citizen of Greeley, commented he would like to see the 34-Xpress bus service come back as a regional express bus which could help citizens get from Greeley, Evans and other communities to the west side of I-25 for work, education, and medical appointments, noting the former Greeley Veteran's Administration (VA) had been moved to Loveland. Teets cited an article from the *Greeley Tribune* titled "Volunteers Needed to Help Drive Veterans to VA Clinics" which states there are three or four vans going to and from Denver, Loveland, and Cheyenne VA clinics each morning, but said that was not happening. He added even if those vans ran consistently, some veterans have a hard time getting to pickup/drop-off locations. Teets believes a bus service should be available in the area again and he has ideas on how it could possibly be funded through the State of Colorado in conjunction with Bustang, or maybe by the communities served, with assistance from Larimer and Weld Counties.

Move to Approve Agenda:

Casseday **moved** to approve the, *May 2, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

D. Clark **moved** to approve the *April 4, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously. Don McCleod and Claudia Reich both **abstained** as they were not in attendance April 4th.

Lead Planning Agency for Air Quality Agenda

Chair Melendez opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written APCD report was provided.

Regional Air Quality Council (RAQC)

Written report

Metropolitan Planning Organization (MPO) Agenda

Chair Melendez opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair Melendez requested Council member review the provided NFRMPO draft letter of support to Shannon Gifford, Transportation Commission Chair, supporting approval of a supplemental \$250M for North I-25 Segments 7 & 8 from available SB 1, COP and General Funds, and send any revisions to Suzette by May 8th. Council members indicated they were in consensus of signing and sending the letter of support. No revisions were requested.

Executive Director Report:

Malette provided a written report and several handouts to the Council that covered the Freight Plan, Weighted Vote/UPWP Local Match and FAA plan. She briefly reviewed the information, confirming the Colorado Air Quality Control Commission (AQCC) will consider a Request for Hearing to consider adopting a Zero Emission Vehicle (ZEV) program for Colorado at their monthly meeting May 10th. The Commission will accept public comment prior to deciding whether or not to schedule an August 2019 Rulemaking Hearing.

Finance:

A written report was provided. D. Clark reported the Finance Committee had approved of the audit results.

TAC:

A written report was provided.

Mobility:

A written report was provided.

Q1 TIP Modifications:

A written report was provided. Malette explained this is a report which identifies year and/or fund revisions to projects which are already programmed into the Transportation Improvement Plan (TIP) for funding. Quarterly TIP Modifications are reported to CDOT.

Move to Approve Consent Agenda:

Mellon **moved** to *approve the consent agenda*. The motion was **seconded** and **passed** unanimously.

Items on the Consent Agenda included:

- *2019 NFRMPO Title VI Plan- Resolution 2019-08*
- *City of Greeley STBG Project Scope Change- Resolution 2019-09*

Action Item:

2018 Audited Financials

Crystal Hedberg, Finance Manager, introduced Eide Bailly's Kim Higgins; Partner, and A.J. Hamon; Senior Audit Associate, to the Council. Higgins noted the management/Council responsibilities for the audit process, were a preparation and fair presentation of the document, and the design, implementation, and maintenance of the NFRMPO's internal controls. She clarified internal controls are not issued as an opinion in the audit process.

Higgins reviewed several sections of the Financial Statements Audit and reported the 2018 Financial Statements Audit was unmodified and considered a "clean opinion", which is the best response possible. Although there was a slight decrease in Net Income when compared to 2017, overall these were considered "Positive Financial Statements."

Higgins explained to the Council a Single Audit is an audit of compliance over federal dollars and is required when an excess of \$750K of federally awarded funds are spent by an individual entity, regardless of how many funding programs were involved in acquiring the funding. Before 1982 entities were subject to an audit for each individual federal program providing funds, no matter how many or how minimal the funding. There were no findings in the Single Audit and there was a "clean" compliance opinion.

Hamon briefly reviewed the "Letter to Governments", indicating there were no findings, no accounting items were found to be particularly significant, and they had no difficulties in working with the NFRMPO staff or Council. Hedberg, Mallette and the finance department were recognized for a successful audit result. Hedberg said she enjoyed working with Eide Bailly staff for the third year and had no plans to change anything with the current audit process.

Gilliland **moved** to *approve the 2018 Audited Financials*. The motion was **seconded** and **passed** unanimously.

Presentations:

CDOT Planning Process

Mallette introduced Rebecca White, CDOT's new Director for the Division of Transportation Development (DTD), to the Council, explaining the presentation would be focused on a process intended more for the ten Transportation Planning Regions (TPR's), as MPO's can really only help with coordination, as they must follow separate rules and regulations which are federally driven. White gave a detailed presentation on resetting CDOT's Statewide Planning Process to include all modes of transportation through the development of a 10-year strategic pipeline of projects. Gilliland cited her approval of the proposed integration of transit and rail asked White to expand on the distinction between how the new integrated process will be different from the previous 10-year development plan. White explained their Geographic Information System (GIS) team will provide visual data influencing the areas which will allow them to change priorities from simply the priority corridors to addressing the needs of the senior population, changes due to economic factors, levels of road deterioration compared to what was expected, where is transit service needed, etc.

D. Clark complimented CDOT's attempt at integration and looking at the big picture, noting the long-term issues which have existed in the region with roads and highway versus transit, or urban versus rural. He said it was his hope that the issues would be addressed holistically, all solutions would be considered, and it would all be handled in a practical manner. White assured the Council CDOT Director Lew recently launched a new safety campaign, following several horrific accidents during the spring. Donnelly commended CDOT for considering a new planning process and stated he does not believe they have defended access to their roads to the extent they should and feels they could be more cognizant of maintaining a more user-friendly, statewide system no matter which mode of transportation people are using to get where they need to go. White appreciated Donnelly's comments noting there are always challenges when responding to growth.

Melendez asked what process needed to be followed to potentially bring Bustang service to the US 34 corridor. White suggested the Council receive a presentation on Bustang's Outrider Program which serves more of the rural population. She added that conversations regarding some of the higher-demand routes have already begun in some county meetings and with the Veteran's community as well. The plan is to involve other significant groups, such as the Farm Bureau, Colorado Motor Carriers, and major hospitals to broaden the influence and help create solutions. Mellon said CDOT has not engaged much with the Veteran's in the area because they cannot cross the State line into Cheyenne's VA Clinic. White promised to look into what partnering could be done to acquire the funding needed. Gilliland highlighted the ability the Outrider program has to connect the rural community to urban areas for services, acknowledging CDOT's new modeling provides this and other beneficial data for both rural and urban areas of Colorado.

Introduction to VanGo™

Malette gave a comprehensive presentation on the VanGo™ vanpool program highlighting Council responsibilities with the program as follows:

Fiscal Oversight

- Determining appropriate account balances, and how to use excess funds when they exist.
- Setting fares on annual basis based on program costs and predicted fluctuations in fuel costs.

Policy Direction

- Determining appropriate guidelines/policies for vanpool routes originating within the NFRMPO boundary.
- Setting standards to allow or disallow vanpool routes originating outside of the State, while considering additional costs and potentially conflicting State laws.

Discussion Items:

FY2020-21 Unified Planning Work Program (UPWP)

Malette presented the FY2020-2021 UPWP, stating although the RTP, Travel Demand and Land Use models will be wrapping up going into 2020, the upcoming budget was down only slightly due to the cost of the Household Travel Survey in the budget. This survey is done about every ten years. D. Clark asked why there was no budget for Program Management, Human Resources, and IT. Malette replied those were all part of the indirect costs calculation, and not a direct budget expense. This item will be brought back to Council on June 6th for approval.

2019 Congestion Management Process (CMP)

Ryan Dusil, Transportation Planner II, explained to the Council the Draft 2019 CMP was the federally required, four-year update which will replace the 2015 CMP. Dusil gave a comprehensive review of this year's approach to the CMP highlighting contents and explaining the significance.

He relayed the formulas used in the identification of the Congested Corridors, which are defined as any segment on any Regionally Significant Corridor that has a Travel Time Index (TTI) or

Travel Time Reliability (TTR) Index of 1.5 or above, in either a.m. or p.m. He stated if traveling to your destination takes fifty percent more time than normal, or 1½ times as long, it fits the definition of congested, therefore the threshold is set at 1.5. When reviewing the Congested Corridor profiles, Dusil cited these measures as one of the most important pieces of the CMP.

Melon questioned why roundabouts, such as the one on US 34, were not shown as Congested Corridors. Dusil replied they were missed in the first round and will need to be put in as an implemented strategy or a planned strategy. Donnelly asked for clarification of whether significant variations of congestion were needed to register in the TTR; therefore, if a corridor was always busy, TTR is not a good determination of congestion. Dusil indicated that was correct, there would need to be 50% more congestion than normal, clarifying it was not indicated in the draft, but “free-flow” is the 85th percentile speed across all times, which accounts for overnight speeds, mid-day speeds etc. Mellon asked if there was a metric other than TTI or TTR for measuring traffic flow that would average the actual travel experience. Dusil indicated there are minimum requirements which are federally required, but the methodology can be changed as long as it is performance-based. He committed to discuss the option to substitute or add to the two currently used metrics with the TAC. Dusil encouraged the Council to review the Draft 2019 CMP and inform staff of any corrections, amendments, or additions prior to TAC recommendation June 19th. The item will be on the July 11th Planning Council Agenda for adoption.

2045 Regionally Significant Corridors (RSC)

Dusil explained the 2045 RSC’s make up the network of roadways most important to regional travel and are included in the NFRMPO’s Regional Transportation Plan (RTP). He noted concerns raised following adoption of the 2040 RTP by Council regarding unpaved roads not necessarily carrying significant regional traffic, had been addressed in the 2045 RSC’s. Mellon expressed his concern that CR 13 south of SH 60 was not included on the map, stating it helps take a lot of traffic off I-25. Dusil replied he would take the information back to the TAC for review.

Council Reports:

Transportation Commission Report /CDOT Region 4

A Project Status Update for April 23rd was provided.

Gilliland reported the following:

- CDOT staff is working on the logistics for building the North I-25 Segments 7 & 8 to the full EIS, allowing the general-purpose lanes to have the alignment and right of way needed to be done in the future. It is important to have the \$250M committed now as the contractor’s deadline for revisions is in May. It is agreeable to the Commission to have the work integrated and get the funding needed and will save potentially hundreds of million dollars. They will meet in May to discuss the delivery.
- The Transportation Commission (TC) tour begins in June and their first stop will be Sterling. They are scheduled to be in Northern Colorado the evening of June 19th. Invitations will go out through the MPO.

Paddock reported the following:

- A memo has been presented to the executive management team regarding the delivery of the \$250M and the hope is to make recommendation on a delivery method to the TC in May. There are six delivery options with a list of benefits and risks to each. It is a complex project that their internal staff needs to appropriately navigate.
- SH 392 off-ramps are closed May 4-5.
- 120-day closure of through-movement on SH 402 begins May 21st. I-25 traffic will shift and go under the bridge rather than over starting May 21st.
- The co-located office for segment 6 will be moved into Monday, May 6th.

- The first construction cost negotiations occurred recently and they are on schedule with 60% of design, allowing the Little Thompson Bridge on Segment 6 to go into construction shortly after Memorial Day.

I-25 Update

D. Clark reported the I-25 Coalition met May 1st and discussed SB 262, a proposed general fund transfer of approximately \$800M through the Highway Users Tax Fund (HUTF) which will potentially give \$40M to local communities across Colorado. Although it will not amount to a whole lot, he suggested those funds from Northern Colorado communities could be committed to cover the \$3M local match gap for North I-25 Segments 7 & 8. The I-25 Funding Committee would meet the week of May 6th.

US 34 Coalition

Melendez reported the meeting had been postponed to June partly because they are waiting for Loveland and Greeley to adopt a resolution on the US 34 PEL. Mark Jackson, City of Loveland Public Works Director, stated Loveland City Council was meeting May 7th to review and potentially approve both the PEL and the Access Control Plan for US 34.

STAC Report

A written report was provided

Host Council Member Report- Mayor Rudy welcomed everyone to Evans and thanked the Council for the opportunity to host. He then reported on the following transportation projects:

- Work on the stormwater drains and underground utilities from SH 85 to 23rd Avenue is expected to begin in the next couple of weeks thanks to the help of many. 23rd Avenue will be completely repaved by next summer.
- Evans City Council approved design for the 4-lane widening of 37th Street/Freedom Parkway from 23rd Avenue to 47th. It may be several years before the project is completed.
- The ¼ to ½ mile of 4-lane widening of 35th Avenue south of Freedom Parkway to Prairie View drive is near completion and when complete will allow easier access to SH 85.

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

- Melendez requested a presentation on the Bustang Outrider program in the near future.
- Donnelly suggested having a presentation on the positive impacts the NFRMPO is having on air quality in the region.

The meeting was adjourned at 8:41 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

FINANCE COMMITTEE REPORT

- Finance Committee met on May 19, 2019
- The committee reviewed the 2019 4^{1st} Qtr. Unaudited Financial Statements.
- The Finance Committee recommends Council accept the 1st Qtr. Unaudited Financial Statements.
- The committee reviewed two budget amendments for the VanGo program.
- The committee recommends Council approve both amendments.
- It was noted that VanGo has approximately \$2 million of excess funds that originated from unused exchanges with the City of Fort Collins for \$5307 funds.
- Some suggestions for use of these funds were
 - Initial funding for the “One Call/One Click Center
 - Help fund transit centers along I-25
 - Call for projects for regional transit projects
 - Provide local match for regional transit projects
- Mallette will work with Council to get agreement of use of funds.

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

May 15, 2019
7:30 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Dave Clark
Will Karspeck

Staff Present

Suzette Mallette
Crystal Hedberg
Merideth Kimsey

The meeting was called to order by Chair Clark at 7:45 a.m.

Approval of Minutes:

The minutes of the April 17, 2019 meeting were accepted.

1st Quarter Unaudited Financial Statements:

The 1st Quarter Financial Statements were reviewed. The Statement of Net Position and Statement of Revenues, Expenditures & Changes in Fund Balance for the MPO were reviewed. While reviewing the Statement of Revenues, Expenditures & Changes in Fund Balance, staff noted large budget variances were flagged and explained in the accompany footnotes.

The committee also reviewed the Statement of Net Assets and Statement of Revenue, Expenditures and Changes in Fund Balance for Vango™. Once again it was noted that explanations for large budget variances were included in the footnotes.

The committee reviewed in more detail consultant and professional costs. Staff noted that costs for the audit was 100% complete during the 1st quarter.

The Cash and Investment Institution Listing was reviewed noting a total of \$3,646,009 of investments. These are split \$ 451,161 to the MPO and \$3,194,849 to VanGo. It was noted \$2,403,459 of Vango™ funds remained after allocating required operating and capital reserves for the program.

The committee recommends Council accept the 1st Quarter Unaudited Financial Statements.

VanGo™ Budget Amendments:

Hedberg noted there were two budget amendments being brought before the committee. The first budget amendment was approved by Council in October 2018 as part of the FY2018-FY2019 UPWP Amendment. The resolution to approve this amendment inadvertently left out the VanGo™ portion of the amendment. This amendment is correcting this oversight.

The second budget amendment adds costs for vehicle replacement and repayment of FTA funds on sold vans. Whenever the program sales vans purchased by FTA funds and the proceeds are over \$5,000, we are required to refund 80% of the sales price. When the FY 2019 budget was created it was not

anticipated that there would be any sales of purchases of vans. Additional funding for these costs will be covered by anticipated Fort Collins exchange funds.

The committee recommends the Council accept the VanGo™ Budget amendments.

VanGo™ Reserves:

As noted during the review of the VanGo™ unaudited financial statements, the program has excess funds of \$2,403,459. Mallette noted that these funds came from the exchange with Fort Collins. VanGo™ enters annual miles into the FTA National Data Database (NTD). This information is used to calculate the amount of FTA §5307 funds available to the organization. These funds are only available for capital purchase or maintenance. The City of Fort Collins has agreed to exchange 62% of these funds for local funds thereby allowing these funds to be used for more than capital purchases.

The committee discussed possible uses of these excess funds. Mallette noted that since the funds originated from transit, the funds should be used to fund transit projects. Ideas the committee talked about included

- Initial funding for the “One call/One Click Center
- Help fund transit centers along I25
- Call for projects for regional transit projects
- Providing local match for regional transit projects

The first step would be to get Council’s agreement for used of the funds. Mallette will pursue this with Council.

The meeting was adjourned at 9:00 a.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
May 15, 2019**

APPROVAL OF THE APRIL 17, 2019 TAC MINUTES

Nelson moved to approve the April 17, 2019 TAC meeting minutes. The motion was seconded by Anderson and approved unanimously.

CONSENT AGENDA

FY2020-2021 Unified Planning Work Program (UPWP) Tasks – McDaniel moved to approve the Consent Agenda. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

2045 Regionally Significant Corridors (RSCs)– Dusil described the proposed criteria for the 2045 RSCs, changes from the 2040 RSCs, and concerns raised by Planning Council members at their May 2, 2019 meeting. TAC members stated there are currently no planned improvements by 2045 for the segments proposed for removal, but agencies may work with NFRMPO staff to submit functional classification change requests for these segments. Tracy moved to approve the 2045 RSCs. The motion was seconded by Wagner and approved unanimously.

May 2019 TIP Amendment – Bornhoft described five requested project revisions and one requested addition from CDOT Region 4, and one requested project addition from the NFRMPO. Nelson moved to approve the May 2019 TIP Amendment. The motion was seconded by Schneiders and approved unanimously.

2045 Regional Transportation Plan (RTP) Plan Projects – Bornhoft described changes to the project list since the April 17, 2019 TAC meeting. Intersection projects are not included in the list because the RTP is a corridor-based plan and intersection improvements cannot be modeled; however, a system-wide total of intersection improvement costs could be included under the Road Operations and Maintenance category in the 2045 Fiscally Constrained Plan. Schneiders moved to approve the 2045 RTP Plan Projects. The motion was seconded by Baxter and approved unanimously.

DISCUSSION ITEMS

2019 Congestion Management Process (CMP) Opportunities – Dusil stated the Planning Council raised concerns at their May 2, 2019 meeting regarding the Congested Corridor selection process. TAC agreed to add the Truck Travel Time Reliability (TTTR) measure for the Interstate system. TAC decided not to include any further metrics. Dusil requested TAC members provide feedback on the Congested Corridor Profiles by Friday, May 31, 2019.

2045 Regional Transportation Plan (RTP) Draft Technology Section – Karasko stated the 2045 RTP Technology Section covers connected and autonomous vehicles, FAST Act Alternative Fuels Corridors, and Shared Mobility. Karasko requested TAC feedback on this section by Friday, May 31, 2019.

2045 Regional Transportation Plan (RTP) Fiscally Constrained Plan – Bornhoft described the methodology used to create the Fiscally Constrained Plan. TAC members requested more information on how anticipated revenue projections were estimated. TAC members also requested local maintenance cost estimates be used. Bornhoft stated she will request this information from individual TAC members.

Freight Northern Colorado (FNC) Plan – Dusil described the components of FNC, the NFRMPO’s first regionwide freight plan, and specific questions for TAC members to consider as they review the document. TAC members agreed they would like to see FNC for Discussion again in June.

MEMORANDUM

To: NFRMPO Council

From: Crystal Hedberg

Date: June 6, 2019

Re: CY 2019 1st Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRMPO) Unaudited Financial Statements for the 1st Quarter of Calendar Year 2019 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights-1st Quarter

During the 1st quarter, the MPO received funds (\$6,884) from the Walkability Action Institute (WAI) to attend a workshop to prepare professionals from MPO regions to improve walking and walkability. The WAI convened renowned faculty to provide teams with the most up-to-date academic and applied learning methods and reinforce and support implementation of significant national public health policy statements such as the Surgeon General's Call to Action to Promote Walking and Walkable Communities. A team from the NFRMPO region was one of 10 teams from across the nation selected to receive \$6,884 to cover travel and lodging expenses for the WAI through the National Association of Chronic Disease Directors (NACDD), in collaboration with the Centers for Disease Control and Prevention's (CDC) National Center for Chronic Disease Prevention and Health Promotion's (NCCDPHP) Division of Nutrition, Physical Activity and Obesity (DNPAO).

The contract for the consultant performing modeling work for the Travel Demand Model update was executed in January 2018. This project was originally scheduled to be completed by September 30, 2018. It is currently scheduled to be completed by June 2019. The Travel Demand Model update is funded with Consolidate Planning Grant (CPG) funds and State Planning and Research (SPR) funds.

Funds billed to Fort Collins in exchange for 2018 \$5310 funds (\$28,154) remain unpaid and are included as part of the recorded accounts receivable as of March 31, 2019.

Software cost for the 1st quarter amounts to 94% of the annual budget due to most, if not all of the annual renewal cost being incurred in the 1st quarter.

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

VanGo™ Highlights-1st Quarter

FY 2018 §5307 and §5339 funds were exchanged with the City of Fort Collins for local dollars. This agreement provides the VanGo™ program with 62% of the allocated federal amount in local funds which do not require a Buy America waiver. The FY 2018 §5307 funds (\$564,068) and §5339 (\$72,031) were billed in 2018. The §5307 funds were received during the 4th quarter of 2018. The §5339 funds have not been collected as of March 31, 2019 and remain as part of the recorded accounts receivable at the end of the quarter.

Six vans were purchased, and six vans were sold during the first quarter resulting in a net expense of \$205,016.

The program began wrapping vans during the 1st quarter (\$24,097). This along with the van transactions resulted in expenses exceeding revenues by \$246,925.

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

Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2019 first quarter Unaudited Financial Statements dated March 31, 2019.

Notes

Note 1:

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

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2018 indirect cost rate was calculated using the 2016 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

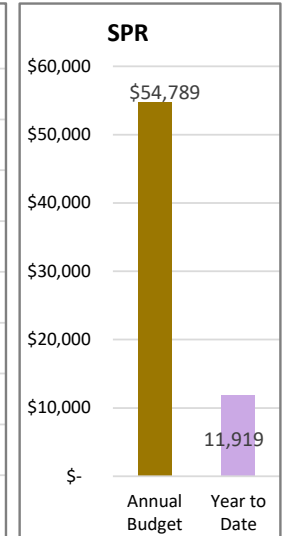
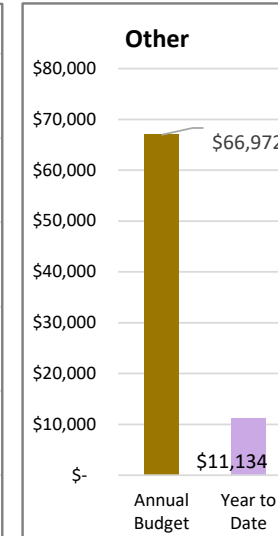
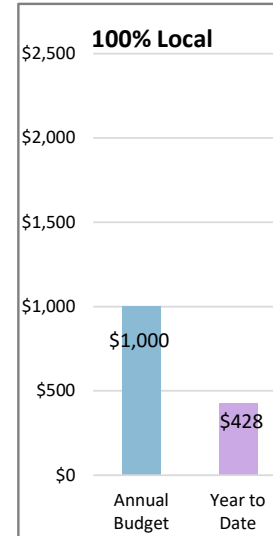
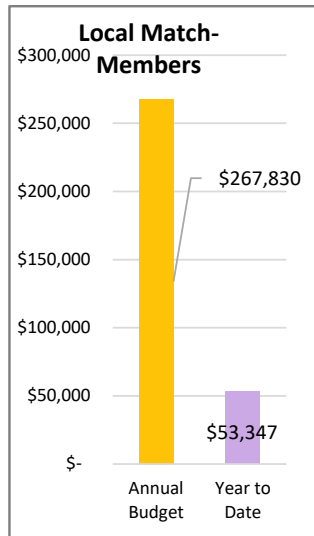
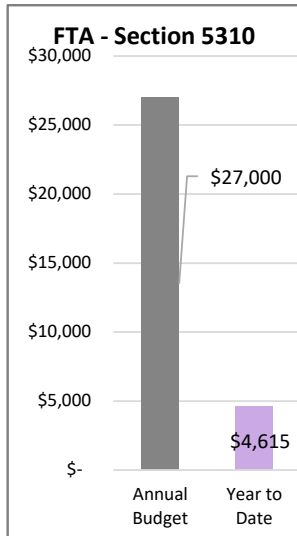
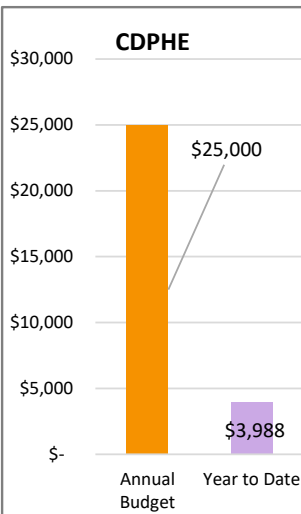
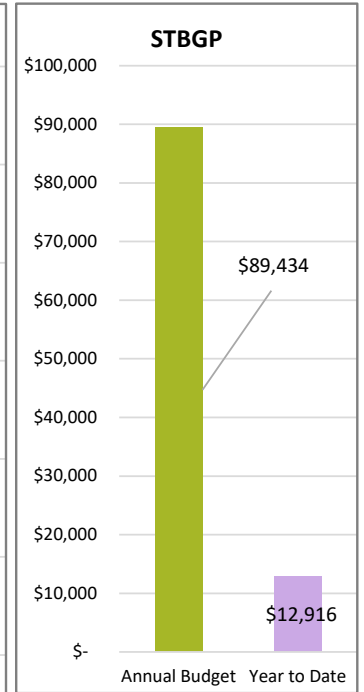
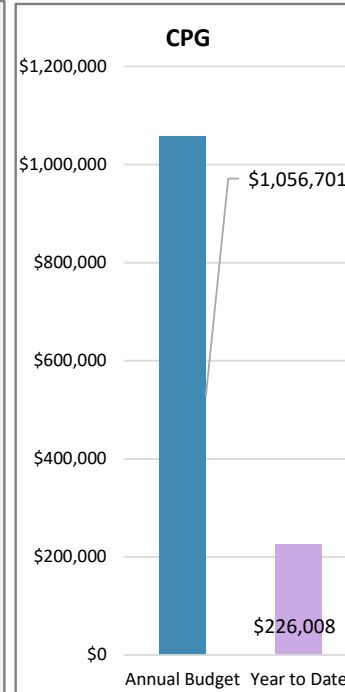
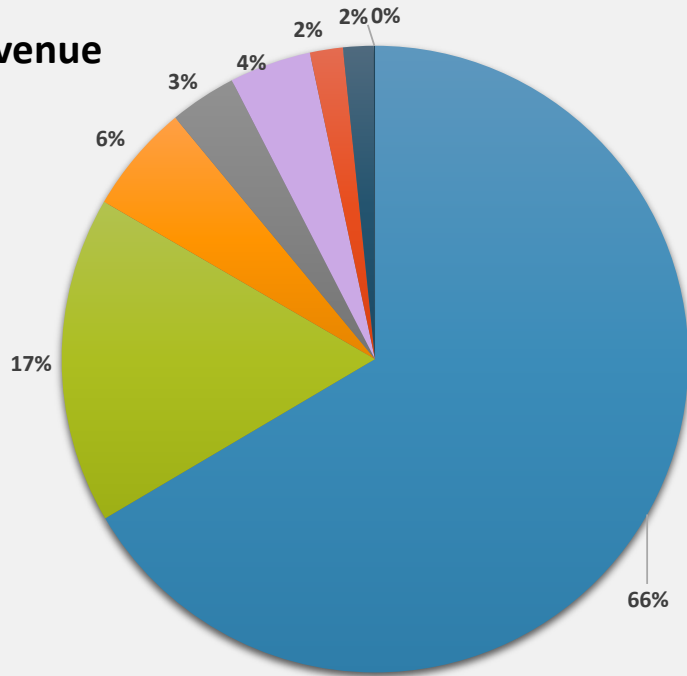
Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - 2019

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

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



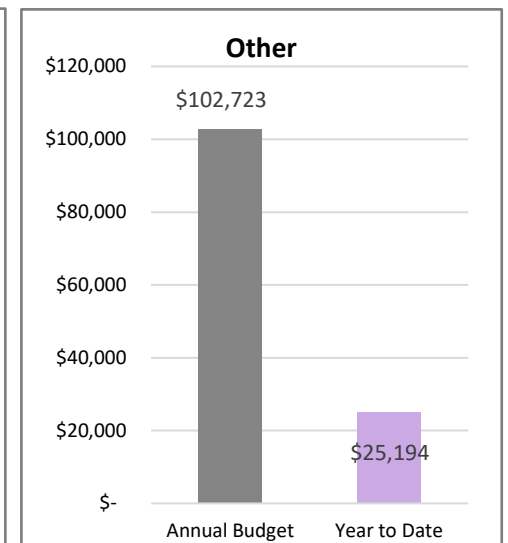
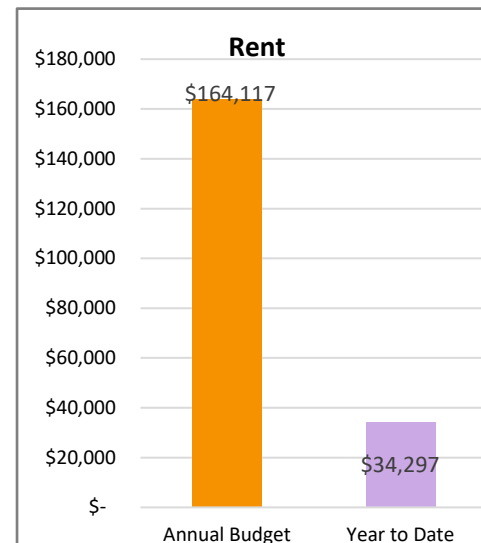
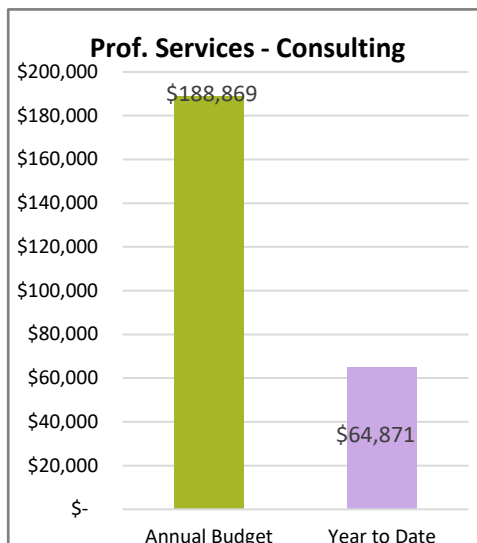
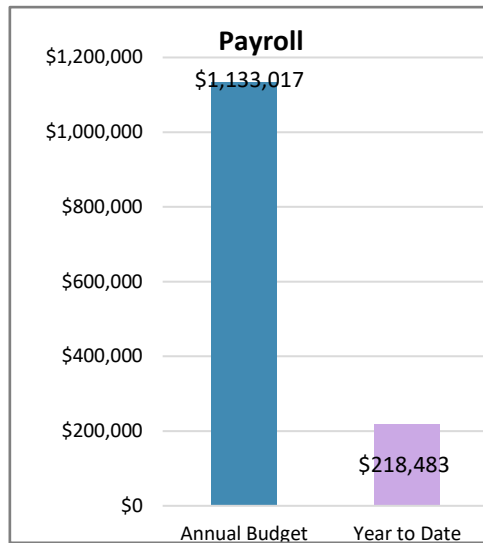
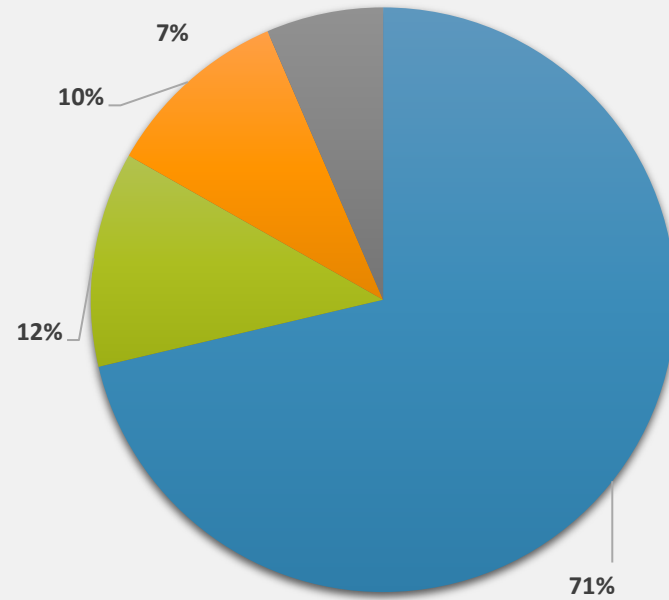
Metropolitan Planning Organization - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2019

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

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



METROPOLITAN PLANNING ORGANIZATION

Statement of Net Position

March 31, 2019

ASSETS

Cash and Cash Equivalents	\$ 134,454
Investments	451,161
Receivables	334,010
Due From Other Funds	10,898
Capital Assets, net	39,803
Grant Receivables for Long Term Liabilities	
Total Assets	<u>\$ 970,326</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Acrued Liabilities	\$ 63,499
Deferred Revenue	198,098
Advances From Other Funds	25,722
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	34,461
Total Liabilities	<u>\$ 321,780</u>

FUND BALANCE

Unreserved	667,036
Current Year Revenue over (under)	
Expenditures	(18,490)
Total Fund Balance	<u>\$ 648,545</u>

Total Liabilities and Fund Balance	<u>\$ 970,326</u>
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METROPOLITAN PLANNING ORGANIZATION
Revenues, Expenditures & Changes in Fund Balance
For the Three months Ending March 31, 2019

	Year to Date		Year to Date		
	1st Qtr Actual	Actual	Annual Budget	Variance	% Complete
REVENUE					
FHWA-Federal Income-CPG	\$226,008	\$226,008	\$1,056,701	\$830,693	21.39%
FHWA-Federal Income-STBG	12,916	12,916	89,434	76,518	14.44%
FTA-Federal Income-Section 5304			40,000	40,000	0.00% ①
FTA-Federal Income-5310	4,615	4,615	27,000	22,385	17.09%
NADCT Funding	1,553	1,553	5,000	3,447	31.06%
State Planning Funds	11,919	11,919	54,789	42,870	21.75%
State-CDPHE	3,988	3,988	25,000	21,012	15.95%
Subtotal Grant Revenue	260,999	260,999	1,297,924	1,036,925	20.11%
Local Match-Member Entities	53,347	53,347	267,830	\$214,483	19.92%
100% Local	428	428	1,000	\$572	42.77% ②
Subtotal Local - All Sources	53,775	53,775	268,830	215,055	20.00%
Other Funds	6,884	6,884		(\$6,884)	0.00% ③
City of Fort Collins Funds			21,972	21,972	0.00% ④
Subtotal Revenue from Other Sources	6,884	6,884	21,972	15,088	31.33%
Interest Earned	2,697	2,697		(\$2,697)	0.00% ⑤
Subtotal Other Revenue Sources	2,697	2,697		(\$2,697)	0.00%
Total Revenue- Combined Sources	324,355	324,355	1,588,726	1,264,371	20.42%
EXPENDITURES/EXPENSES					
Administration	54,333	54,333	293,112	\$238,779	18.54%
Transportation Planning	154,394	154,394	799,400	645,006	19.31%
Mobility Management	9,756	9,756	40,505	30,749	24.09%
Subtotal Payroll Expense	218,483	218,483	1,133,017	914,534	19.28%
Professional Services & Consulting	64,871	64,871	188,869	\$123,998	34.35% ⑥
Subtotal professional Services & Consulting	64,871	64,871	188,869	\$123,998	34.35%
Insurance Expense	615	615	5,000	\$4,385	12.29%
Office Furniture/Equipment (non-cap)	4,534	4,534	6,650	\$2,116	68.18% ⑦
Office Supplies	58	58	2,570	\$2,512	2.25% ⑧
Communications (phone/data/fax)	3,488	3,488	11,213	\$7,725	31.11% ⑨
Postage	298	298	1,551	\$1,253	19.23%
Rent	34,297	34,297	164,117	\$129,820	20.90%
Other Office Operating (Facility, Repairs Recycling, Office Equipment Lease)	1,128	1,128	3,652	\$2,524	30.89%
Dues, licensing and Subscriptions	2,476	2,476	6,477	\$4,001	38.25% ⑩
Maintenance Contracts - Copier maintenance/usage	2,190	2,190	23,713	\$21,523	9.23% ⑪
Software maintenance	16,530	16,530	17,589	\$1,059	93.98% ⑫
Outreach	479	479	1,728	\$1,249	27.73%
Other Operating Costs	220	220		(\$220)	0.00%
Event/Meeting Expense	1,830	1,830	9,721	\$7,891	18.82%
Indirect Costs	(20,647)	(20,647)	(31,547)	(\$10,900)	65.45% ⑬
Travel/Conference/Training Expense	11,995	11,995	27,906	\$15,911	42.98% ⑭
Capitalized Equipment /Vehicles			7,500	\$7,500	0.00%
Loan Payments			9,000	\$9,000	0.00%
Subtotal Other Expenses	59,491	59,491	266,840	207,350	22.29%
Total Expenditures/Expenses	342,845	342,845	1,588,726	1,245,882	21.58%
Excess(Deficiency of Revenue over Expenditures)	(18,490)	(18,490)	0	18,489	15

Explanation of Variances

①	The Contract was signed in February. Consultant was selected in April, Billing should begin during 2nd quarter.
②	Local match budget did not include the 10% of mileage council has approved to fund through local match.
③	Funds received to attend action institute to increase walking and walkability. Not budgeted in 2019 budget.
④	Fort Collins exchange fund amounts determined during the fall.
⑤	Interest is not budgeted in the UPWP
⑥	The consulting contract for the travel demand and land use model will be complete in June.
⑦	New phone system was purchased during the 1st quarter
⑧	Office supplies were purchased at the end of 2018 that carried forward to first quarter 2019
⑨	Cost of renting space at FRII was booked to communications. This cost was not budgeted.
⑩	Most dues cost occurs during the 1st quarter. Some dues for the former executive director will not occur.
⑪	Budgeted maintenance costs including moving the accounting package to the cloud. Staff decided not to pursue this change.
⑫	The majority of the software maintenance occurs during the 1st quarter.
⑬	Indirect cost rate approved by CDOT is higher than anticipated
⑭	\$6884 of this expenses is offset by other funding. See note ③ above.
⑮	Approximately \$10,000 of this loss is due to the Larimer County Mobility Council which receives funding through exchange funds with the City of Fort Collins. These funds are determined in the fall and will be accrued before year end

VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - 2019

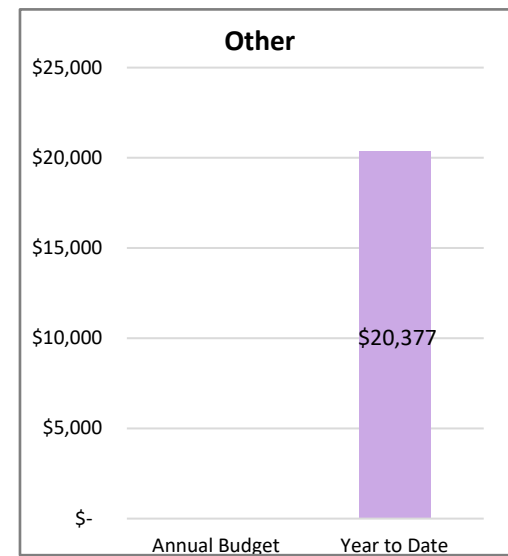
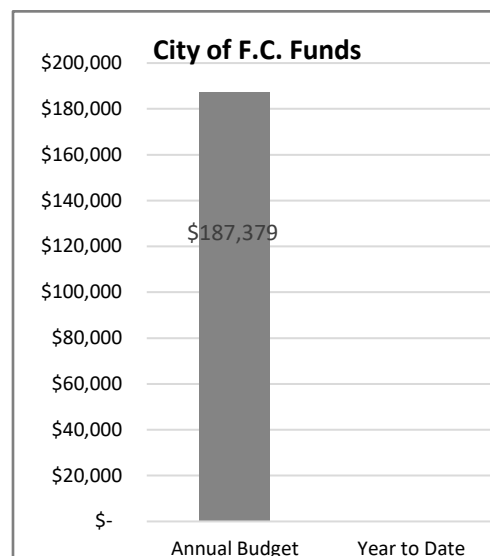
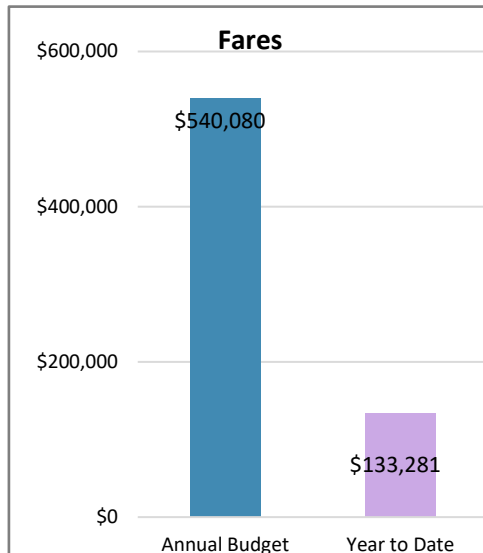
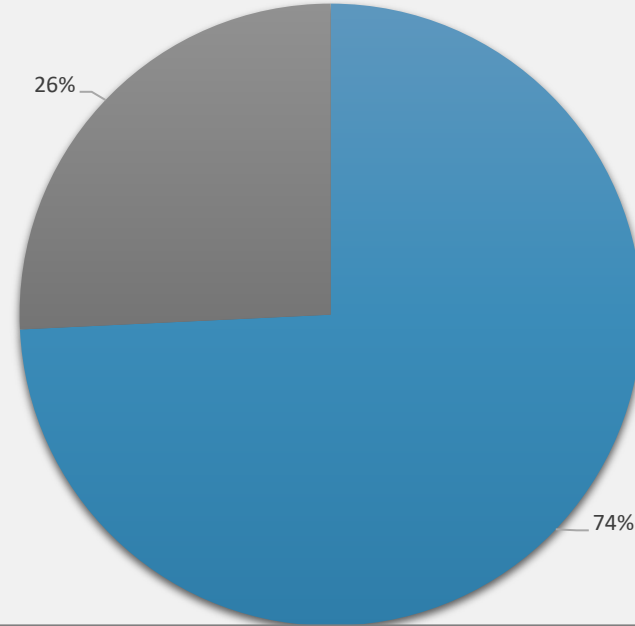
Q1 Q2 Q3 Q4

Annual Budgeted Revenue

Fares

City of FC Funds

Other



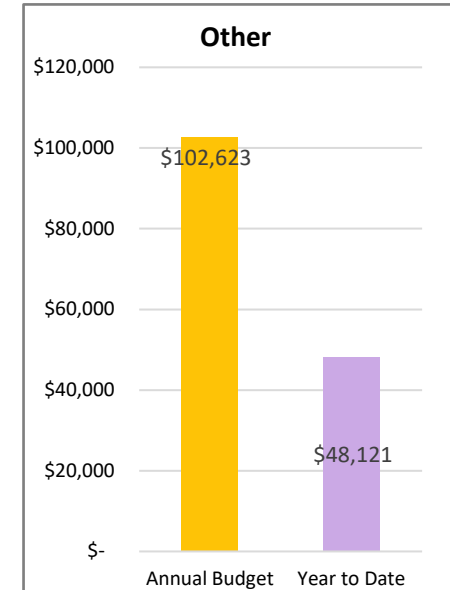
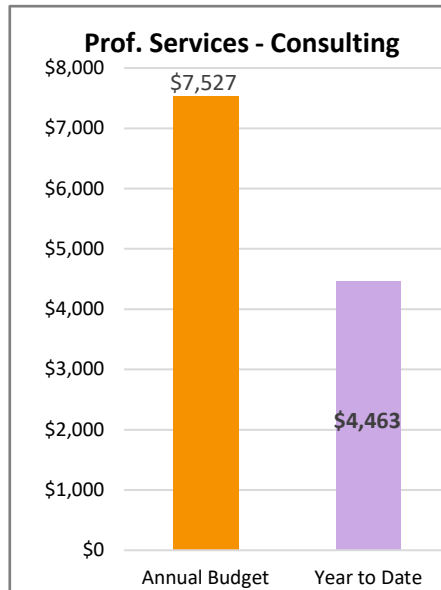
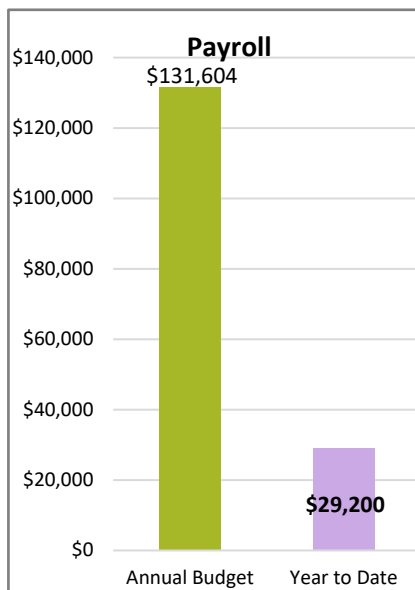
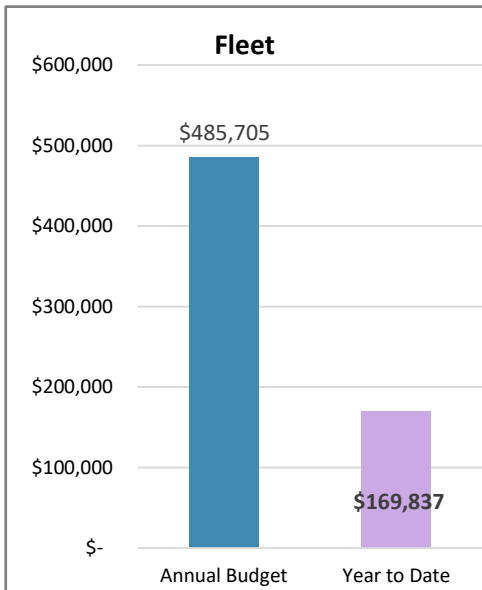
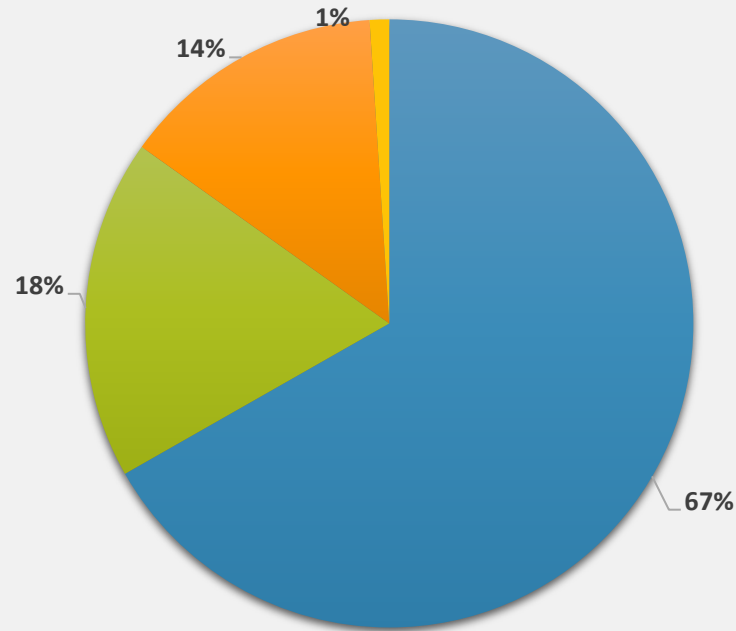
VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2019

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

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



VanGo
Statement of Net Assets
March 31, 2019

ASSETS

Cash and Cash Equivalents	\$127,633
Investments	3,194,849
Receivables	74,111
Advances to Other Funds	531
Loan Receivable	25,190
Capital Assets, net	628,207
Total Assets	<u>4,050,522</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	27,517
Deferred Revenue	16,523
Due to Other Funds	10,898
Accumuled Leave - Due in less than one year	3,335
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	1,839
Total Liabilities	<u>60,112</u>

FUND BALANCE

Unreserved	4,237,335
Current Year Revenue over (under) Expenditures	(246,925)
Total Fund Balance	<u>3,990,410</u>

Total Liabilities and Fund Balance	<u>4,050,522</u>
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VanGo
Revenue, Expenditures & Changes in Fund Balance
For the Three months Ending 3/31/2019

	Year to Date		Annual Budget	Year to Date	
	1st Qtr Actual	Actual		Variance	% Complete
REVENUE					
Program Revenue - Fares	\$133,281	\$133,281	\$540,080	\$406,799	24.68%
Sale of Vehicles	36,408	36,408		(36,408)	0.00%
City of Fort Collins Funds			187,379	187,379	0.00%
Subtotal VanGo Revenue-All Sources	169,689	169,689	727,459	557,770	23.33%
Interest Earned	20,377	20,377		(20,377)	0.00%
Subtotal Other Revenue Sources	20,377	20,377		(20,377)	0.00%
Total Revenue- Combined Sources	\$ 190,066	\$ 190,066	\$ 727,459	\$ 537,393	26.13%
EXPENDITURES/EXPENSES					
Fleet Expense					
Fleet Insurance	\$ 29,431	\$ 29,431	\$ 125,874	\$ 96,443	23.38%
Fleet Motor Fuel & Oil	16,485	16,485	135,171	118,686	12.20%
Fleet Repairs & Maintenance	66,092	66,092	211,380	145,288	31.27%
Fleet Repairs & Maintenance-Insurance Deductible	518	518	4,500	3,982	11.51%
Guaranteed Ride Home	137	137	1,556	1,419	8.80%
Fleet Other	1,120	1,120	7,224	6,104	15.50%
FTA Repayments	56,054	56,054		(56,054)	0.00%
Subtotal Fleet Expense	\$ 169,837	\$ 169,837	\$ 485,705	\$ 315,868	34.97%
VanGo Payroll	\$ 29,200	\$ 29,200	\$ 131,604	\$ 102,404	22.19%
Professional Services and Consulting	\$ 4,463	\$ 4,463	\$ 7,527	\$ 3,064	59.29%
Postage			\$ 5	\$ 5	0.00%
Credit Card Fees	2,143	2,143	15,000	12,857	14.29%
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)	55	55	84	29	65.48%
Dues, Licensing and Subscriptions	227	227	1,006	779	22.56%
Maintenance Contracts - Copier maintenance/usage	54	54	24,093	24,039	0.22%
Bad Debt	50	50	3,500	3,450	1.43%
Rideshare Promotion	24,097	24,097	20,000	(4,097)	120.49%
Event/Meeting Expense	10	10	3,273	3,263	0.31%
Indirect Costs	20,429	20,429	31,239	10,810	65.40%
Travel/Conference/ Training	1,056	1,056	4,423	3,367	23.88%
Capitalized Equipment/Vehicles	185,370	185,370		(185,370)	0.00%
Subtotal Other Expenses	\$ 233,491	\$ 233,491	\$ 102,623	\$ (130,868)	227.53%
Total Expenditures/Expenses	\$ 436,991	\$ 436,991	\$ 727,459	\$ 290,468	60.07%
Excess(Deficiency of Revenue over Expenditures)	\$ (246,925)	\$ (246,925)	\$ -	\$ 246,925	0.00%

Explanation of Variances

- (a) Sale of vans not anticipated when the budget was prepared. A Budget amendment will be made for this.
- (b) Fort Collins exchange fund amounts determined during the fall.
- (c) Interest is not budgeted in the UPWP Budget.
- (d) Did not anticipate selling vans so no FTA repayment was budgeted.
- (e) The program is wrapping the entire fleet of vans for promotion purposes. A budget amendment will be made to add this expense
- (f) The safety meeting occurs in the 3rd quarter
- (g) Indirect cost rate approved by CDOT is higher than anticipated
- (h) Did not anticipate selling vans. A budget amendment will be made for this.
- (i) Most of this loss is due to the van purchases and wrapping the vans.

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
1st Quarter 2019

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Total Federal Expenditures
<u>U.S. Department of Transportation</u>			
Passed through Colorado Department of Transportation			
<i>Highway Planning and Construction Cluster:</i>			
Highway Planning and Construction	20.205	18-HTD-ZL-00053	\$ 226,008
Highway Planning and Construction	20.205	18-HTD-SL-00054	12,916
Highway Planning and Construction	20.205	18-HTD-ZL-00139	<u>11,919</u>
Total Highway Planning and Construction Cluster			<u>250,843</u>
 <i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	18-HTR-ZL-00139	<u>4,615</u>
Total Transit Services Programs Cluster			<u>4,615</u>
Total U.S. Department of Transportation			<u>255,458</u>
Total Federal Financial Assistance			<u>\$ 255,458</u>

<u>1st Quarter Professional Services & Consulting</u>	Year-to-Date			
	2019	2019		%
Professional Services & Consulting Administration	Budget	Actual	Variance Under (over)	
Information Technology Services				
Greystone	\$ 33,000.00	\$ 8,554.85	\$ 24,445.15	25.92%
Njevity	\$ 331.00	\$ 92.50	\$ 238.50	27.95%
Audit Services				
Eidi Bailly	\$ 16,500.00	\$ 17,500.00	\$ (1,000.00)	106.06% (1)
Legal Services				
'Hoffmann, Parker, Wilson & Carberry PC	\$ 5,700.00	\$ 1,725.22	\$ 3,974.78	30.27%
Human Services				
Turning the Corner-HR Services	\$ 12,000.00	\$ 1,194.00	\$ 10,806.00	9.95% (2)
Other Admin				
Total Administration	\$ 67,531.00	\$ 29,066.57	\$ 38,464.43	43.04%
Planning				
Travel Demand/Land Use Model	\$ 25,000.00	\$ 30,958.95	\$ (5,958.95)	123.84% (3)
Larimer County Senior Transportation Implementation Plan-NADTC	\$ 21,000.00	\$ 1,525.00	\$ 19,475.00	7.26% (4)
Larimer County Senior Transportation Implementation Plan-§5304	\$ 56,000.00	\$ -	\$ 56,000.00	0.00% (5)
UrbanSims	\$ 5,000.00	\$ 2,000.00	\$ 3,000.00	40.00% (6)
Local Transportation Plans	\$ 25,000.00	\$ -	\$ 25,000.00	0.00% (7)
Total Planning	\$ 132,000.00	\$ 34,483.95	\$ 97,516.05	26.12%
Mobility				
Translation Services	\$ 100.00	\$ -	\$ 100.00	0.00%
Volunteer Drivers Program	\$ 4,988.00	\$ 1,320.31	\$ 3,667.69	26.47%
Total Mobility	\$ 5,088.00	\$ 1,320.31	\$ 3,767.69	25.95%
MPO Year-to-Date Professional Services & Consulting Total	\$ 204,619.00	\$ 64,870.83	\$ 139,748.17	31.70%
VanGo™ Program				
Njevity	\$ 1,370.00	\$ 462.50	\$ 907.50	33.76%
Hoffmann, Parker, Wilson & Carberry PC	\$ 1,157.00	\$ -	\$ 1,157.00	0.00%
Eide Bailly	\$ 5,000.00	\$ 4,000.00	\$ 1,000.00	80.00% (8)
VanGo™ Year-to-Date Professional Services & Consulting VanGo Total	\$ 7,527.00	\$ 4,462.50	\$ 3,064.50	59.29%
Year-to-Date Professional Services & Consulting VanGo Total	\$ 212,146.00	\$ 69,333.33	\$ 142,812.67	32.68%

Explanation of Variances

- (1) Audit is paid during the first quarter of the year. Additional amount for auditors preparing revised document
- (2) HR consultant budgeted at \$1,000 per month. With contract renewal this was reduced to \$597 per month audit.
- (3) Budgeted on estimate of remaining amount. Underbudgeted.
- (4) Additional funding obtained in March. No expenses in 1st quarter.
- (5) Contract with CDOT signed in February. No Expenses during 1st quarter 2019
- (6) Urbansims was over budgeted.
- (7) Local entity has not started the local transportation plan.
- (8) Cost for agreed upon procedures required by the National Transit Database was budget at \$5,000. Cost came in at \$4,000.

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of March 31, 2019

Institution	Account Number	Balance as of September 30, 2018		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	\$ 134,379.21		\$ 134,379.21
1st National Bank	7343		\$ 127,633.47	\$ 127,633.47
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 134,454.21	\$ 127,633.47	\$ 262,087.68
Investments				
COLOTRUST	8001	\$ 451,160.83	\$ 3,194,848.50	\$ 3,646,009.33
Total Investments		\$ 451,160.83	\$ 3,194,848.50	\$ 3,646,009.33
Total Savings and Investments		\$ 585,615.04	\$ 3,322,481.97	\$ 3,908,097.01

Operating Reserves		Capital Reserve	Other	Other	Total
MPO	VanGo	VanGo	MPO	VanGo **	
			\$ 134,379.21		\$ 134,379.21
				\$ 127,633.47	\$ 127,633.47
			\$ 75.00		\$ 75.00
\$ -	\$ -	\$ -	\$ 134,454.21	\$ 127,633.47	\$ 262,087.68
\$ 451,160.83	\$ 363,729.50	\$ 427,660.46	\$ -	\$ 2,403,458.54	\$ 3,646,009.33
\$ 451,160.83	\$ 363,729.50	\$ 427,660.46	\$ -	\$ 2,403,458.54	\$ 3,646,009.33
\$ 451,160.83	\$ 363,729.50	\$ 427,660.46	\$ 134,454.21	\$ 2,531,092.01	\$ 3,908,097.01

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

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 6, 2019 Johnstown	Air Quality Conformity Determinations **CONSENT**	Becky Karasko
Objective/Request Action		
Staff requests Planning Council make a positive air quality conformity finding using the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination Report and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination Report for the FY2020-2023 Transportation Improvement Program (TIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> 1. The Environmental Protection Agency (EPA) requires an air quality conformity determination regarding ozone and CO for the fiscally constrained FY2020-2023 TIP. 2. Both air quality conformity determination reports address assumptions about the future transportation system as programmed in the NFRMPO's FY2020-2023 Transportation Improvement Program (TIP). The ozone report also includes proposed projects located in the Upper Front Range Transportation Planning Region (UFRTPR) featured in their 2040 RTP and included in the Colorado Department of Transportation's (CDOT) FY2019-2022 Statewide TIP (STIP). 3. The CO conformity determination report identifies the emissions budget test is presumed to be automatically satisfied in the areas with Limited Maintenance Plans, including Fort Collins and Greeley CO Maintenance Areas. 4. Both air quality conformity determination reports were released for public comment on April 27, 2019 and closed on May 31, 2019. No public comments were received during the comment period. 		
<p>Both reports require approval actions—conformity findings—by the Planning Council with concurrence by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and EPA.</p>		
Committee Discussion		
<p>It was determined by the Interagency Consultation Group (ICG) that the FY2020-2023 TIP projects addition constituted a “routine” conformity determination. The ICG includes staff from regional, state, and federal transportation and environmental/health agencies. These conformity determination reports are being processed under the AQCC's Regulation Number 10 as “routine”.</p>		
Supporting Information		
<p>Under the 2008 ozone standard of 0.075 ppm the Denver-North Front Range region is designated as a Moderate nonattainment area. Under the 2015 standard of 0.070 ppm the Denver-North Front Range region is designated as a Marginal nonattainment area. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx). These budgets were developed for the Moderate Area Ozone SIP approved by EPA in 2018. The conformity reports reflect demographic and travel projections out to 2040.</p>		
<p>The FY2020-2023 TIP retains the regionally significant projects programmed in FY19, FY20, and FY21 from the FY2019-2022 TIP and does not add new regionally significant projects.</p>		
<p>The test results for all pollutants (NOx and VOC) indicate no failures in the horizon years. Therefore, conformity is demonstrated for the Denver-North Front Range (Northern Subarea) 8-</p>		

Hour Ozone Nonattainment Area. The following table demonstrates compliance with MVEBs for ozone precursors for the projected years.

8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea¹)
(Emission Tons per Day¹)

Pollutant	2008 SIP Budgets	2020	2030	2040	Pass/Fail
Volatile Organic Compounds (VOC)	8	8	6	5	Pass
Oxides of Nitrogen (NOx)	12	11	6	5	Pass

¹The emissions of both VOC and NOx shown in the table are considered conservative due to two modeling assumptions:

- Additional VOC emission reductions would have been calculated if a more stringent, lower gasoline Reid Vapor Pressure (RVP) specification had been modeled. The assumed RVP for the Northern Subarea was 8.5 pounds per square inch (psi) and 10 percent by volume ethanol in all gasoline. In contrast, EPA established an applicable standard for gasoline at 7.8 psi under the federal volatility control program in the Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado 1997 8-hour ozone nonattainment area—as codified in volume 40 of the Code of Federal Regulations (CFR) Part 81--during the high ozone season, effective on March 31, 2010.
- No emission reduction credit in the model had been calculated for the State-only inspection and maintenance (I/M) program currently active in Larimer and Weld counties.

The FY2020-2023 TIP meets all conformity criteria as identified in 40 CFR 93.109 and meets all planning requirements identified in 23 CFR 450.

Full Reports Online

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

Advantages

Approval of these conformity determinations allows the Planning Council to adopt the FY2020-2023 TIP to remain in compliance and allow federal projects to move forward.

Disadvantages

None noted.

Analysis/Recommendation

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

Attachments

- See full reports online: <https://nfrmpo.org/public-comment/>
- **Resolution No. 2019-10**

RESOLUTION NO. 2019-10
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN
PLANNING AREA FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FISCALLY
CONSTRAINED 2040 REGIONAL TRANSPORTATION PLAN AMENDED JUNE 2017 AND FOR THE
NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION 2040
REGIONAL TRANSPORTATION PLAN AND THE FY2019-2022 STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

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

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

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

WHEREAS, Section 93.110(a) of the conformity rule requires conformity determinations based on the most recent planning assumptions in force at the time of conformity analysis; and

WHEREAS, the planning assumptions for the Northern Subarea were updated prior to conformity analysis; and

WHEREAS, the air quality conformity determinations conducted on the NFRMPO’s fiscally constrained 2040 RTP, Amended June 2017, the FY2020-2023 TIP, and the Colorado FY2019-2022 Statewide TIP (STIP) using the 2040 planning assumptions were within the federally approved emissions budgets; and

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

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the fiscally constrained 2040 RTP, the FY2020-2023 TIP, the 2040 Upper Front Range RTP, and the Colorado FY2019-2022 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
June 6, 2019 Johnstown	FY2020-2023 Transportation Improvement Program (TIP)	Medora Bornhoft
Objective/Request Action		
To adopt the FY2020-2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The FY2020-2023 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2020 through 2023. All projects with funding in FY2020-2022 in the current FY2019-2022 TIP were carried forward to the FY2020-2023 TIP. In addition, the FY2020-2023 TIP includes projects submitted during the January 22 – February 12, 2019 submission window and projects awarded funding in the FY2022-2023 Call for Projects in March 2019. The public comment period for the Draft FY2019-2022 TIP opened on April 1, 2019 and closed on April 30, 2019. No public comments were submitted. 		
Committee Discussion		
<ul style="list-style-type: none"> The Technical Advisory Committee (TAC) discussed the Draft FY2020-2023 TIP at their March 20, 2019 meeting. Based on TAC feedback, staff added a policy on swapping funds among projects in the same funding program based on project readiness. The policy allows a project to be swapped <u>one time only</u> (p. 9-10). The policy was clarified following the April 17, 2019 TAC meeting to specify that only projects awarded funds through an approved NFRMPO Call for Projects are eligible for the swap, and any swap that impacts air quality conformity requires additional staff review. The Planning Council discussed the Draft FY2020-2023 TIP at their April 4, 2019 meeting. Based on Planning Council feedback, staff revised the wording of the TIP Delay Procedure (p. 9). 		
Supporting Information		
<ul style="list-style-type: none"> The FY2020-2023 is available at https://nfrmpo.org/wp-content/uploads/fy20-23tip-for-adoption.pdf. The TIP tables reflect project information as of March 13, 2019. Upon approval by the state, TIP Modifications and TIP Amendments completed since March 13, 2019 will be incorporated into the FY2020-2023 TIP. A call for roll-forwards will be held in the summer to roll unbudgeted FY 2019 funding into FY2020. The policies and procedures in the FY2020-2023 TIP are carried forward from the FY2019-2022 TIP; however, the following has been updated in Section 1: <ul style="list-style-type: none"> Clarified the TIP Delay Procedure by referencing the milestone dates in the project application instead of the year funding is assigned/programmed in the TIP (pp. 9-10). Clarified the length of a capacity project that requires an Amendment from “travel lane at least one mile in length” to “two lane miles”, which reflects how the length has been interpreted (p. 12). Added a policy on swapping funds between projects in the same funding program (p. 9). Added a description of the Annual Listing of Obligated Projects (ALOP) (p. 6). Revised the Project Prioritization and Selection section to reflect the outcomes of the FY 2020-2021 Call for Projects and the FY2022-2023 Call for Projects (pp. 4-5). Expanded the Transportation Performance Management (TPM) section to reflect the targets adopted by the NFRMPO in October 2018 and February 2019 (pp. 15-18). 		

Supporting Information, Continued

- The format of the TIP project tables in **Section 3** has been revised to improve readability.
- The Environmental Justice areas in Appendix A have been updated as defined in the adopted 2019 Public Involvement Plan (PIP).
- Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the TIP as the information becomes available.

Advantages

- Approval of the TIP allows the projects selected in the FY2022-2023 Call for Projects to be included in the TIP and Statewide TIP (STIP).

Disadvantages

- None.

Analysis/Recommendation

TAC recommended Planning Council approve the FY2020-2023 TIP Narrative and Tables at their April 17, 2019 meeting.

Attachments

- **Resolution No. 2019-11**

RESOLUTION NO. 2019-11
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

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

WHEREAS, transportation projects programmed in the FY2020-2023 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

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

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

WHEREAS, the ozone conformity determination and the CO conformity determination demonstrate conformity of the FY 2020-2023 TIP as required by 40 CFR §93; and

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

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2020-2023 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Council
From: Crystal Hedberg
Date: June 6, 2019
Re: VanGo Budget Amendment 1

At the October 4, 2018 Council meeting, the first amendment to the FY 2019 UPWP Tasks and Budget which included a budget adjustment for the MPO of \$81,000 and an adjustment for the VanGo program of \$16,991 was brought before the North Front Range Transportation & Air Quality Planning Council. At that time Resolution No 2018-19 was approved. This resolution did not specifically call out the VanGo adjustment. This omission was noted by the auditors during the 2018 audit.

Attached for your review is a summary of the VanGo budget amendment 1.

Action

The Finance Committee recommend that the North Front Range Transportation & Air Quality Planning Council approve the clarification to the first VanGo budget amendment.

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL
(NFRMPO)
SUMMARY OF FY 2019 BUDGET AMENDMENT #1
REQUEST**

FY2019 Budget Amendment #1 To be approved by Council 6/04/19 DESCRIPTION	FY 2019 Approved Budget	Budget Adjustment	FY 2019 Amended Budget
VanGo™			
Revenue			
VanGo Fares	\$ 540,080	\$ -	\$ 540,080
FC Sales Tax	\$ 170,388	\$ 16,991	\$ 187,379
Total Revenue	\$ 710,468	\$ 16,991	\$ 727,459
 EXPENDITURES			
Payroll Costs	\$ 131,605	\$ -	\$ 131,605
Other Direct Costs	\$ 546,114	\$ -	\$ 546,114
Business Merchant Card Fee Amend merchant card fee to more accurately reflect expect charges	\$ 1,510	\$ 13,490	\$ 15,000
Bad Deb/Collection Budget for Bad Debt	\$ -	\$ 3,501	\$ 3,501
Indirect Costs	\$ 31,239	\$ -	\$ 31,239
TOTAL EXPENDITURES	\$ 710,468	\$ 16,991	\$ 727,459

Budget Amendment (VanGo™) # 1 Summary

This amendment adjusts merchant card fees and bad debt expense.
This additional cost is covered by budgeting an additional amount of Fort
Collins Exchange Funds to be used for operations.

MEMORANDUM

To: NFRMPO Council
From: Crystal Hedberg
Date: June 6, 2019
Re: VanGo Budget Amendment 2

Background

At the time the FY 2019 UPWP and Budget was developed it was not anticipated that any vans would be sold or purchased for the year. The program saw a decline in participation resulting in many vans that were not being used. The determination was made to reduce the size of the fleet along with replacing some high mileage vans. Most of the vans sold were funded with FTA dollars.

Under the rules for FTA §5307 funding, any van using FTA dollars and sold for more than \$5,000 requires the FTA portion to be refunded.

This budget amendment includes the cost of repaying FTA (\$140,200) and purchase of replacement vans (\$186,000) for a total increase of \$326,000. These costs are offset by proceeds from van sales (\$139,159) and exchange funds from the City of Fort Collins (\$187,041).

Attached for your review is a summary of the VanGo budget amendment 2.

Action

The Finance Committee recommend that the North Front Range Transportation & Air Quality Planning Council approve the second VanGo budget amendment.

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL
(NFRMPO)
SUMMARY OF FY 2019 BUDGET AMENDMENT #2
REQUEST**

FY2019 Budget Amendment #2 To be approved by Council 06/06/2019 DESCRIPTION	FY 2019 Approved Budget	Budget Adjustment	FY 2019 Amended Budget
VanGo™			
Revenue			
VanGo Fares	\$ 540,080	\$ -	\$ 540,080
FC Sales Tax	\$ 187,379	\$ 187,041	\$ 374,420
Van Sales	\$ -	\$ 139,159	\$ 139,159
Total Revenue	\$ 727,459	\$ 326,200	\$ 1,053,659
EXPENDITURES			
Payroll Costs	\$ 131,605	\$ -	\$ 131,605
Other Direct Costs	\$ 564,615	\$ -	\$ 564,615
FTA Repayment	\$ -	\$ 140,200	\$ 140,200
Indirect Costs	\$ 31,239	\$ -	\$ 31,239
Vehicle Purchases	\$ -	\$ 186,000	\$ 186,000
TOTAL EXPENDITURES	\$ 727,459	\$ 326,200	\$ 1,053,659

Budget Amendment (VanGo™) # 1 Summary

This amendment adjusts van sales and van purchases.
This additional cost is covered by budgeting an additional amount of Fort Collins Exchange Funds.
(139,159)

**RESOLUTION NO. 2019-12
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL
APPROVING ADMINISTRATIVE MODIFICATION TO THE FY 2019 UPWP**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the "3C" transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2019 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, Resolution No 2018-19, October 4, 2018, approved the first amendment to the FY 2019 UPWP Tasks and Budget which included a budget adjustment for the VanGo program; and

WHEREAS, the VanGo adjustment was not called out specifically in the resolution which is not in compliance with the paper trail preferred by the MPO Auditors;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves identifying the VanGo budget amendment, specifically, in the amount of \$16,991 clarifying Resolution No 2018-19.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

**RESOLUTION NO. 2019-13
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL
APPROVING ADMINISTRATIVE MODIFICATION TO THE FY 2019 UPWP**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the "3C" transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2019 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, no van sales or acquisitions were budgeted; and

WHEREAS, the determination was made to sell excess vans and replace high mileage vans;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council Approves amending the VanGo budget by \$326,200 for a total budget of \$1,053,659.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council
From: Suzette Mallette
Date: June 6, 2019
Re: FY2020-2021 Unified Planning Work Program (UPWP)

Background

The UPWP is the work plan that identifies the tasks that the NFRMPO will be working on in the federal fiscal years (FY) 2020 and 2021. These tasks cover Administration, Planning, and VanGo as well as CDOT work tasks that are relevant at the regional and state level.

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 is recommending Planning Council approval. Additionally, TAC recommended approval of the full document at the May 15, 2019 meeting.

The full FY2020-2021 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2020-2021-upwp.pdf>.

This document forms the basis for contracting with CDOT.

Action

TAC recommends Planning Council adoption of the FY2020-2021 UPWP.

RESOLUTION NO. 2019-14
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FY2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS AND BUDGET

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2020 and FY2021 UPWP with a FY2020 Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, the budget includes funding for the VanGo™ vanpool program that is self-sufficient through fares and other funding sources; and

WHEREAS, the UPWP and budget have been constructed to allocate expenses as direct to a program where possible to reduce the indirect rate while more accurately reflecting true program costs; and

WHEREAS, the FY2020-2021 UPWP has continued the trend to reduce the use of Surface Transportation Block Grant Program (STBGP) funds for planning to allow for more construction funds; and

WHEREAS, the NFRMPO has budgeted a federal fund total of \$1,450,472 which includes STBG (\$87,061); CPG (\$944,805); SPR (\$86,625); Fort Collins Mobility Management (\$28,154); FTA 5310 (\$27k); FTA 5304 (\$11,200); and CDPHE (\$25k). The required match for each funding source is also identified by each funding source.

WHEREAS, the NFRMPO has budgeted \$1,124,410 for VanGo™ operation including \$554,078 in fares and \$510, 332 in Fort Collins sales tax funds (exchanged for FTA §5307) and \$60k in van sales.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the FY2020-2021 Unified Planning Work Program (UPWP) Tasks and FY2020 Budget and requisite match funds.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By																																																																						
June 6, 2019 Johnstown	May 2019 TIP Amendment	Medora Bornhoft																																																																						
Objective/Request Action																																																																								
To approve the May 2019 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																																																																						
Key Points																																																																								
<p>NFRMPO staff received seven Amendment requests for the May 2019 TIP Amendment cycle.</p> <p>CDOT R4 is requesting to revise five projects:</p> <ul style="list-style-type: none"> Revising the <i>North I-25: Design Build</i> project by adding \$6M SB267 state funds in FY20 & FY21, adding \$4.5M FASTER Safety state funds in FY19, adding \$993K SB1 state funds in FY19, adding \$3,640K federal CMAQ funds across several years, and removing \$3,640K local funds in FY19. The replacement of local funds with CMAQ funds is due to the Buy America waiver program suspension. <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$10,000</td> <td>\$3,640</td> <td>\$0</td> <td>\$13,640</td> </tr> <tr> <td>Federal/State</td> <td>\$5,347</td> <td>\$0</td> <td>\$0</td> <td>\$5,347</td> </tr> <tr> <td>State</td> <td>\$6,000</td> <td>\$11,493</td> <td>\$0</td> <td>\$17,493</td> </tr> <tr> <td>Local</td> <td>\$87,125</td> <td>\$0</td> <td>-\$3,640</td> <td>\$83,485</td> </tr> <tr> <td>Total</td> <td>\$108,472</td> <td>\$15,133</td> <td>-\$3,640</td> <td>\$119,965</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>North I-25: WCR38 to SH402</i> project by restoring \$88.8M Federal/State NHPP funds in FY19 and reducing SB267 state funds by \$900K to fund the I-25 Parallel Route Study. <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal/State</td> <td>\$22,000</td> <td>\$88,800</td> <td>\$0</td> <td>\$110,800</td> </tr> <tr> <td>State</td> <td>\$115,200</td> <td>\$0</td> <td>-\$900</td> <td>\$114,300</td> </tr> <tr> <td>Total</td> <td>\$137,200</td> <td>\$88,800</td> <td>-\$900</td> <td>\$225,100</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>Weld County CNG Vehicles & Expansion</i> project by replacing \$2,373K federal CMAQ funds with \$2,373K local funds. <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Previously/ Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$5,303</td> <td>\$0</td> <td>-\$2,373</td> <td>\$2,930</td> </tr> <tr> <td>State</td> <td>\$1,102</td> <td>\$2,373</td> <td>\$0</td> <td>\$3,475</td> </tr> <tr> <td>Total</td> <td>\$6,405</td> <td>\$3,000</td> <td>-\$3,000</td> <td>\$6,405</td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$10,000	\$3,640	\$0	\$13,640	Federal/State	\$5,347	\$0	\$0	\$5,347	State	\$6,000	\$11,493	\$0	\$17,493	Local	\$87,125	\$0	-\$3,640	\$83,485	Total	\$108,472	\$15,133	-\$3,640	\$119,965	Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal/State	\$22,000	\$88,800	\$0	\$110,800	State	\$115,200	\$0	-\$900	\$114,300	Total	\$137,200	\$88,800	-\$900	\$225,100	Funding Source	Previously/ Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$5,303	\$0	-\$2,373	\$2,930	State	\$1,102	\$2,373	\$0	\$3,475	Total	\$6,405	\$3,000	-\$3,000	\$6,405
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Key Points, Continued

- Revising the *Loveland CNG Vehicle Replacement* project by replacing \$256K federal CMAQ funds with \$256K local funds.

Funding Source	Previously/ Currently Programmed	Requested Additions	Requested Reductions	Request Total
Federal	\$256	\$0	-\$256	\$0
State	\$54	\$256	\$0	\$310
Total	\$310	\$256	-\$256	\$310

- Revising the *Loveland Diesel Fleet Replacement* project by replacing \$384K federal CMAQ funds with \$384K local funds.

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total
Federal	\$384	\$0	-\$384	\$0
State	\$80	\$384	\$0	\$464
Total	\$464	\$384	-\$384	\$464

CDOT R4 is requesting to add one project:

- Adding the *US85 UPRR Settlement Agreement* project with \$5,495K state Transportation Commission Contingency (TCC) funds in FY19.

Funding Source	Currently Programmed	Requested Additions	Request Total
Local	\$0	\$5,495	\$5,495
Total	\$0	\$5,495	\$5,495

The NFRMPO is requesting to add one project:

- Adding the *ADA Gas MV Replacement* project with \$39K federal \$5310 funds and \$10K local funds in FY19.

Funding Source	Currently Programmed	Requested Additions	Request Total
Federal	\$0	\$39	\$39
Local	\$0	\$10	\$10
Total	\$0	\$49	\$49

Committee Discussion

This is the first and only time Planning Council is scheduled to see the May 2019 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the May 2019 TIP Amendment began on May 8, 2019 and concludes on June 6, 2019.

An environmental justice analysis is not required. The two new projects to the TIP do not impact a specific location.

Funding Types and Uses

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

Supporting Information, Continued

FASTER Safety funds support the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.

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

National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.

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

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

Advantages

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

Disadvantages

None noted.

Analysis/Recommendation

TAC recommended Planning Council approve the May 2019 TIP Amendment to the FY2019-2022 TIP at their May 15, 2019 meeting.

Attachments

- May 2019 Policy Amendment Form
- **Resolution No. 2019-15**

Rev. 11/28/2018

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2019-A5

Prepared by: Medora Bornhoft

DATE: 5/8/2019

Submitted to: TAC and Planning Council for Approval

							<i>Dollars Listed in Thousands</i>							
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL	
Strategic														
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal Federal Federal/State Federal/State Federal/State Federal/State State State State Local Local	TIGER ITI ITS/RoadX RAMP/NHPP Permanent Water Quality Surface Treatment/NHPP Strategic Projects - Transit FASTER Safety SB267 7PX/228 SB1/HUTF Private Local	5,000 600 2,000 26,888 2,000 - 5,000 4,000 - 140,000 - - - 18,875	- - - - - - - - - - - - - -	5,000 - - - 2,000 - - - 2,000 - - - - 16,500	5,000 - - - 3,347 - - - 2,000 2,000 - - 20,625	- - - - - - - - - - - - - 32,000	- - - - - - - - - - - - - -	10,000 - - - - - - - - 6,000 - - - - 50,000 37,125	
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements							204,363	-	25,500	48,972	34,000	-	108,472	
REVISED ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal Federal Federal Federal/State Federal/State Federal/State Federal/State State State State Local Local	TIGER ITI Congestion Mitigation & Air Quality ITS/RoadX RAMP/NHPP Permanent Water Quality Surface Treatment/NHPP Strategic Projects - Transit FASTER Safety SB267 7PX/228 SB1/HUTF Private Local	5,000 600 - 2,000 26,888 2,000 - 5,000 4,000 - 140,000 - - - 18,875	- - 1,285 - - - - - - - - - - - -	5,000 - 1,971 - - 2,000 - - 4,500 2,000 - - 993 - 12,860	5,000 - - - - 3,347 - - - - 5,000 - - - 20,625	- - 384 - - - - - - 5,000 - - - 32,000	- - - - - - - - - - - - - -	10,000 - 3,640 - - - - - - 4,500 12,000 - - 993 - 50,000 33,485	
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements							204,363	1,285	29,324	51,972	37,384	-	119,965	
Reason: Adding \$6M SB267 state funds in FY20 & FY21 (\$3M per year) for center loading at Kendall Park N-Ride; adding \$4.5M FASTER Safety state funds in FY19; adding \$993K SB1 state funds in FY19; adding \$3,640K federal CMAQ funding (\$1,285K rolled, \$1,971K in FY19, and \$384K in FY21) from the Loveland CNG & Diesel Fleet (\$640K), Weld County CNG Vehicles in the North Front Range (\$2,373K) and Weld County CNG Vehicles in the Upper Front Range (\$627K) projects due to Buy America waiver program suspension and reducing local funds by \$3,640K in FY19.														
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal State State	BUILD STP-Metro SB1 SB267	- - - - -	- 2,000 - - -	20,000 - 39,000 76,200	- - - -	- - - -	- - - -	20,000 2,000 39,000 76,200 137,200	
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.							-	-	20,000	-	-	-	-	20,000
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal Federal/State State State	BUILD STP-Metro NHPP SB1 SB267	- - - - -	- 2,000 - - -	20,000 - 88,800 39,000 75,300	- - - -	- - -	- -	20,000 2,000 88,800 39,000 75,300 225,100	
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.							-	-	20,000	-	-	-	-	20,000
Reason: Restoring \$88.8M Federal/State NHPP funding in FY19. Reducing state SB267 funding from \$76.2M to \$75.3M in order to move \$900K to I-25 Parallel route study.							-	2,000	223,100	-	-	-	-	225,100
Congestion Mitigation & Air Quality (CMAQ)														
PREVIOUS ENTRY SST7007.008	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal Local	Congestion Mitigation Air Quality Local	4,087 850	- -	1,216 253	- -	- -	- -	1,216 253	
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.							4,937	-	1,469	-	-	-	-	1,469
REVISED ENTRY SST7007.008	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal Local	Congestion Mitigation Air Quality Local	2,930 2,007	- -	- 1,469	- -	- -	- -	- 1,469	
Project Description: Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.							4,937	-	1,469	-	-	-	-	1,469
Reason: Replace \$2,373K federal CMAQ funds (\$1,157K Previous; \$1,216K FY19) with \$2,373K local funds. Conversion is due to Buy America waiver program suspension. CMAQ (federal funds) diverted to North I-25: Design Build.														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2019-A5

Prepared by: Medora Bornhoft

DATE: 5/8/2019

Submitted to: TAC and Planning Council for Approval

							<i>Dollars Listed in Thousands</i>						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
PREVIOUS ENTRY SST7007.012	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	128	-	128	-	-	-	128
					Local	Local	27	-	27	-	-	-	27
					Total		155	-	155	-	-	-	155
Project Description: Purchase of compressed natural gas vehicles.													
REVISED ENTRY SST7007.012	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	-	-	-	-
					Local	Local	155	-	155	-	-	-	155
					Total		155	-	155	-	-	-	155
Project Description: Purchase of compressed natural gas vehicles.													
Reason: Replace \$256K federal CMAQ funds (\$128K Previous; \$128K FY19) with \$256K local funds. Conversion is due to Buy America waiver program suspension. CMAQ (federal funds) diverted to North I-25. Design Build.													
PREVIOUS ENTRY SST7007.012	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	-	384	-	384
					Local	Local	-	-	-	80	-	80	
					Total		-	-	-	464	-	464	
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.													
REVISED ENTRY SST7007.012	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	-	-	-	-
					Local	Local	-	-	-	464	-	464	
					Total		-	-	-	464	-	464	
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.													
Reason: Replace \$384K federal CMAQ funds in FY21 with \$384K local funds. Conversion is due to Buy America waiver program suspension. CMAQ (federal funds) diverted to North I-25. Design Build.													
Discretionary													
NEW ENTRY SR46600.72	2019-023	US85 UPRR Settlement Agreement	CDOT Region 4	ROW	State	TCC	-	-	5,495	-	-	-	5,495
					Total		20,366	-	5,495	-	-	-	5,495
					Project Description: US85 UPRR ROW Settlement Agreement in the North Front Range for purchase of ROW.								
Reason: Add new project with \$5,495K State Funding in FY19.													
FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program													
NEW ENTRY	2019-024	ADA Gas MV Replacement	NFRMPO	Vehicle Replacement	Federal	FTA 5310	-	-	39	-	-	-	39
					Local	Local	-	-	10	-	-	-	10
					Total		-	-	48	-	-	-	48
Project Description: Purchase of replacement ADA van for Greeley Center for Independence													
Reason: New project funded with \$39K 5310-Capital and \$9K local funding in FY19													

RESOLUTION NO. 2019-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MAY 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

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

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

WHEREAS, transportation projects programmed in the FY2019-2022 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

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

WHEREAS, the FY2019-2022 TIP remains fiscally constrained;

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

- State SB267, State FASTER Safety, and State SB1 Funds
 - Revising CDOT’s *North I-25: Design Build* project by adding \$6M SB267 state funds in FY20 & FY21, adding \$4.5M state FASTER Safety funds in FY19, and adding \$993K SB1 state funds in FY19.
- Federal/State NHPP and State SB267 Funds
 - Revising CDOT’s *North I-25: WCR38 to SH402* project by restoring \$88.8M Federal/State NHPP funds in FY19 and reducing SB267 state funds by \$900K to fund the I-25 Parallel Route Study.
- Federal CMAQ and Local Funds
 - Revising CDOT’s *North I-25: Design Build* project by replacing \$3,640K local funds in FY19 with \$3,640K federal CMAQ funds across several years.
 - Revising the *Weld County CNG Vehicles & Expansion* project by replacing \$2,373K federal CMAQ funds with \$2,373K local funds.
 - Revising the *Loveland CNG Vehicle Replacement* project by replacing \$256K federal CMAQ funds with \$256K local funds.
 - Revising the *Loveland Diesel Fleet Replacement* project by replacing \$384K federal CMAQ funds with \$384K local funds.
- Transportation Commission Contingency
 - Adding the *US85 UPRR Settlement Agreement* project with \$5,495K state TCC funds in FY19.

- FTA §5310
 - Adding the *ADA Gas MV Replacement* project with \$39K federal §5310 funds and \$10K local funds in FY19.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By	
June 6, 2019 Johnstown	2045 Regionally Significant Corridors (RSC)	Ryan Dusil	
Objective/Request Action			
To adopt the 2045 RSC Network.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" 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			
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
Corridors Removed			
<ul style="list-style-type: none"> • NONE 			
Corridors Extended			
<ul style="list-style-type: none"> • NONE 			
Corridors Shortened			

2045 RSC	Description	Rationale	Communities
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 SH392 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
<i>*The extent of this proposed shortening was changed following the May 2, 2019 Planning Council meeting to accurately reflect a planned realignment of 83rd Avenue from WCR 64.5 to SH 392.</i>			

Committee Discussion

- The Technical Advisory Committee (TAC) has discussed the 2045 RSCs five times.
- The Planning Council discussed the 2045 RSCs at their May 2, 2019 meeting.
- The 2045 RSCs will be incorporated into the 2019 CMP, which will go to Planning Council for Action in July, and the 2045 RTP, which will go to Planning Council for Discussion and Action in August and September.

Supporting Information

Following the 2045 RSC discussion at the May 2, 2019 Planning Council meeting, NFRMPO staff met with or discussed the proposed 2045 RSC criteria and network with several TAC members individually and held a fifth discussion with TAC at their May 15, 2019 meeting. While some TAC members expressed they may pursue a functional classification change for RSCs proposed to be shortened, no TAC members proposed revisions to the 2045 RSC criteria or network.

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.

The RSC network can be reevaluated at the request of TAC or Planning Council members as planned improvements and/or functional classifications change.

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

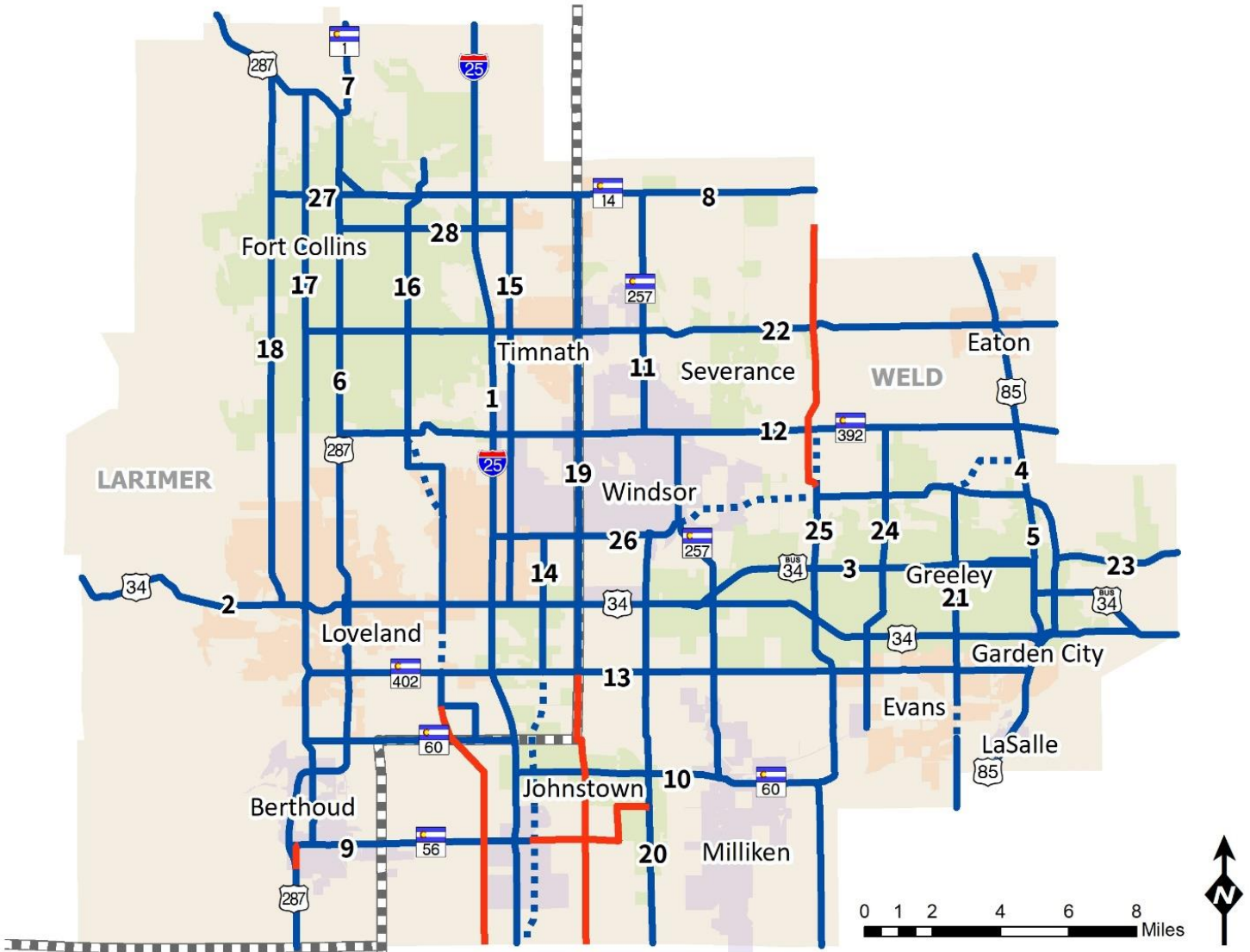
TAC recommended Planning Council adoption of the 2045 RSCs at the May 15, 2018 meeting.

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

May 2019
 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	US34 MP 102 on the west to US34 MP 115.5 on the east
4	US 85	16.3	16.3	WCR70 on the north to WCR48 on the south
5	US 85 Business Route	4.4	4.4	US 4 on the south to US85 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 US287 on the south
8	SH 14	14.2	14.2	US287 on the west to eastern MPO boundary
9	SH 56	7	7	US287 on the west to the RSC 14 extension on the east
10	SH 60	19.8	19.8	US287 on the west to the southern MPO boundary
11	SH 257	18.6	18.6	SH14 on the north to SH60 on the south, includes offset in Windsor
12	SH 392	21.3	21.3	US287 on the west to US85 on the east
13	SH 402 / Freedom Parkway	21.2	21.2	LCR17 on the west to US85 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	SH14 on the north to US34 on the south
16	LCR 7 / LCR 9 / Timberline Road	18	21.7	Vine Drive on the north to SH60 on the south
17	LCR 17 / Shields Street / Taft Avenue	22.2	22.2	US287 on the north to SH56 on the south
18	LCR 19 / Taft Hill Road / Wilson Avenue	15.7	15.7	US287 on the north to US34 on the south
19	Weld County Road (WCR) 13	14.1	14.1	SH14 on the north to US34 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 US85 on the south
22	WCR 74 / Harmony Road	22.6	22.6	LCR17 on the west to the eastern MPO boundary
23	8th Street	3.6	3.6	US85 on the west to the eastern MPO boundary
24	59th Avenue / 65th Avenue	9.1	9.1	SH392 on the north to 54th Street on the south
25	83rd Avenue / Two Rivers Parkway	9.8	9.8	SH392 on the north to SH60 on the south
26	Crossroads Boulevard / O Street	12	18.8	I-25 on the west to US85 on the east
27	Mulberry Street	2.7	2.7	LCR19 on the west to Riverside Avenue (SH14) on the east
28	Prospect Road	5	5	US 287 on the west to LCR 5 on the east

RESOLUTION NO. 2019-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2045 REGIONALLY SIGNIFICANT CORRIDORS (RSCs)

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the Regional Transportation Plan (RTP); and

WHEREAS, the RTP is a corridor-based plan in which the NFRMPO has identified Regionally Significant Corridors (RSCs), beginning with the adoption of the 2025 RTP in 2001, as the priority network of links between communities to focus limited NFRMPO resources; and

WHEREAS, the NFRMPO maintains a Vision Plan in the RTP for identifying the short- and long-term needs of each RSC; and

WHEREAS, the NFRMPO holds a biennial Call for Projects in which Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds are awarded to projects on the RSC network; and

WHEREAS, regions with a population over 200,000 in urbanized areas (UZAs), also known as Transportation Management Areas (TMAs), must develop and maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions, in which the NFRMPO monitors congestion and congestion management strategies, and identifies planned strategies and opportunities on the RSCs; and

WHEREAS, the 2045 RSCs represent regionally significant roadways in the present and in the future by including all Interstates, US Highways, and State Highways, and all other roadways that meeting the following criteria:

- 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, and;

WHEREAS, the 2045 RSCs are defined as:

- RSC #1: I-25 - Northern MPO boundary to southern MPO boundary
- RSC #2: US34 - Western MPO boundary to eastern MPO boundary
- RSC #3: US34 Business Route - US34 MP 102 on the west to US34 MP 115.5 on the east
- RSC #4: US85 - WCR70 on the north to WCR48 on the south
- RSC #5: US85 Business Route - US34 on the south to US85 on the north
- RSC #6: US287 - Northern MPO boundary to southern MPO boundary, includes Berthoud Bypass
- RSC #7: SH1 - Northern MPO boundary to US287 on the south
- RSC #8: SH14 - US287 on the west to eastern MPO boundary
- RSC #9: SH56 - US287 on the west to the RSC 14 extension on the east
- RSC #10: SH60 - US287 on the west to the southern MPO boundary
- RSC #11: SH257 - SH14 on the north to SH60 on the south, includes offset in Windsor
- RSC #12: SH392 - US287 on the west to US85 on the east

- RSC #13: SH 402 / Freedom Parkway - LCR17 on the west to US85 on the east
- RSC #14: Larimer County Road (LCR) 3 - Crossroads Boulevard on the north to southern MPO boundary
- RSC #15: LCR5 - SH14 on the north to US34 on the south
- RSC #16: LCR7 / LCR9 / Timberline Road - Vine Drive on the north to SH60 on the south
- RSC #17: LCR17 / Shields Street / Taft Avenue - US287 on the north to SH56 on the south
- RSC #18: LCR 19 / Taft Hill Road / Wilson Avenue - US287 on the north to US34 on the south
- RSC #19: Weld County Road (WCR) 13 - SH14 on the north to US34 on the south
- RSC #20: WCR17 - Crossroads Boulevard Extension on the north to southern MPO boundary
- RSC #21: WCR35 / 35th Avenue - O Street on the north to US85 on the south
- RSC #22: WCR74 / Harmony Road - LCR17 on the west to the eastern MPO boundary
- RSC #23: 8th Street - US85 on the west to the eastern MPO boundary
- RSC #24: 59th Avenue / 65th Avenue - SH392 on the north to 54th Street on the south
- RSC #25: 83rd Avenue / Two Rivers Parkway - SH392 on the north to SH60 on the south
- RSC #26: Crossroads Boulevard / O Street - I-25 on the west to US85 on the east
- RSC #27: Mulberry Street - LCR19 on the west to Riverside Avenue (SH14) on the east
- RSC #28: Prospect Road - US 287 on the west to LCR 5 on the east

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council adopts the 2045 Regionally Significant Corridors (RSCs).

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of June 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: June 6, 2019

Re: 2045 Fiscally Constrained Plan - Discussion

Background

The 2045 Regional Transportation Plan (RTP) is federally required to be fiscally constrained, which means the total estimated cost of maintaining and improving the transportation system cannot exceed the reasonably anticipated forecasted revenue over the time horizon of the Plan.

Reasonably Anticipated Revenues

Revenue forecasts for state and Federal Highway Administration (FHWA) funding sources were developed based on the draft CDOT 2045 Program Distribution “high revenue” scenario (statewide total) applied to the 2040 Program Distribution (North Front Range-specific totals). Additionally, revenue was forecasted for Federal Transit Administration (FTA) sources and for local sources based on extrapolation from 2018 and 2019 revenues, respectively.

Local revenue available for roadways was estimated through FY2019 budgets from each local government, or the closest year to 2019 readily available. County transportation revenues were apportioned to the North Front Range based on two factors weighted equally:

- the percentage of lane miles within the North Front Range and
- the percentage of Vehicle Miles Traveled (VMT) in the North Front Range.

Based on these two factors, 61 percent of Larimer County’s transportation revenue and 22 percent of Weld County’s transportation revenue was considered to be reasonably anticipated to be available for the North Front Range. FTA revenue was forecasted based on revenue received by local transit agencies in 2017.



Anticipated Operations and Maintenance Costs

As federally required, the anticipated costs for operating and maintaining the transportation system were developed. Operating costs on roadways include:

- the cost of lighting;
- traffic control;
- snow and ice removal;
- design;
- planning; and
- engineering.

The operations cost per lane mile was calculated by summing the operations cost in the 2012 Census of Governments for municipalities in the North Front Range and dividing by the number of locally maintained lane miles in 2012. The estimated operations cost is \$27,126 per lane mile per year in 2018 dollars.

Maintenance costs for roadways represent the cost of resurfacing. Maintenance costs were estimated per lane mile based on the 2014 Highway Statistics data for state-maintained facilities in Colorado, with an estimated cost of \$13,175 per lane mile per year in 2018 dollars.

Staff is continuing to work with TAC members to ensure the estimates for roadway operations and maintenance costs and the Local-Roadway funds available are reasonable for the planning horizon of the RTP.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair. Operations and maintenance costs for the existing transit system are estimated at \$23.7M per year in 2018 dollars.

RTP Projects

The RTP is required to identify roadway capacity and major transit projects planned over the 25-year planning horizon for which funding is reasonably anticipated to be available. The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) submitted by NFRMPO member jurisdictions and collected from local plans totals \$2.9B. The capital and operating costs of the 2045 Regional Transit Element (RTE) buildout projects are \$27M. The cost of transit system expansion planned by local agencies is incorporated into the local transit system cost of \$1.2B over the time horizon of the Plan.

All revenues and expenditures are presented in year of expenditure (YOE) dollars in accordance with federal requirements. Revenue and expenditures were inflated to YOE using a two percent inflation factor.



The total reasonably anticipated revenue over the time horizon of the 2045 RTP is \$8.1B, as shown in **Table 1**. The total anticipated need over the time horizon of the 2045 RTP is \$10.8B, as shown in **Table 2**. This leaves an unmet need of \$2.7B in the region. A TAC workshop will be held the week of June 3, where TAC will discuss how to allocate the anticipated revenue to the anticipated need.

Action

Staff requests Planning Council review the two summary tables of the fiscally constrained plan and provide comments on the methodology at the June 6, 2019 meeting.

Table 1. Anticipated Transportation Revenue in Millions, 2020-2045

Funding Program	2020	2021	2022	2023	2024	2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL 2020-2045
Maintenance	\$26	\$29	\$24	\$21	\$22	\$22	\$109	\$117	\$122	\$124	\$616
Surface Treatment	\$22	\$24	\$19	\$16	\$16	\$16	\$79	\$85	\$84	\$86	\$410
Structures On-System	\$5	\$5	\$4	\$3	\$3	\$3	\$14	\$11	\$9	\$10	\$61
Regional Priority Program	\$0	\$0	\$12	\$0	\$0	\$0	\$27	\$15	\$16	\$18	\$121
Highway Safety Investment Program	\$2	\$2	\$2	\$2	\$2	\$2	\$11	\$12	\$12	\$12	\$53
FASTER - Safety	\$3	\$3	\$3	\$3	\$4	\$4	\$20	\$24	\$27	\$27	\$119
Transportation Alternatives (TA)	\$1	\$1	\$1	\$1	\$1	\$1	\$4	\$4	\$4	\$4	\$16
Surface Transportation Block Grant (STBG)	\$3	\$3	\$3	\$3	\$4	\$4	\$18	\$18	\$19	\$19	\$84
Congestion Mitigation & Air Quality (CMAQ) Improvements	\$4	\$4	\$4	\$4	\$4	\$4	\$21	\$22	\$22	\$23	\$98
Metropolitan Planning	\$1	\$1	\$1	\$1	\$1	\$1	\$4	\$4	\$3	\$3	\$21
Transit and Rail Local Grants (FASTER Transit)	\$0.3	\$0.3	\$0.3	\$0.2	\$0.3	\$0.3	\$2	\$2	\$2	\$2	\$8
New Funding Source	\$0	\$0	\$0	\$0	\$0	\$0	\$34	\$52	\$52	\$51	\$335
FTA 5307	\$7	\$7	\$7	\$7	\$8	\$8	\$40	\$44	\$49	\$54	\$232
FTA 5310	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1	\$1	\$1	\$1	\$5
FTA 5339	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$0.5	\$3	\$3	\$3	\$3	\$15
Local - Roadway	\$163	\$166	\$169	\$173	\$176	\$180	\$955	\$1,054	\$1,164	\$1,285	\$5,485
Local - Transit	\$15	\$15	\$16	\$16	\$16	\$17	\$88	\$97	\$107	\$119	\$507
Total	\$253	\$262	\$267	\$253	\$257	\$262	\$1,429	\$1,564	\$1,697	\$1,841	\$8,086



Table 2. Projected Expenditures by Category in Millions, 2020-2045

Category	Expenditures
Regionally Significant Corridor (RSC) Capacity Projects	\$2,961
Road Operations and Maintenance	\$6,600
Transit operations, maintenance, and local system expansion	\$1,259
Regional Transit Element Corridors - Buildout	\$27
Total Need	\$10,847
Anticipated Revenues	\$8,086
Unmet Need	\$2,761

STAC Summary – April 26th, 2019

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
 - a) March STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
 - a) Transportation Commission:
 - i) The TC established a new \$11 million Strategic Safety Program that will fund improvements including wider striping, interstate cable rails, rumble strips, variable speed limits, and improved safety rails.
 - ii) The TC approved a \$7 million Park & Ride facility to be located in the interstate median on North I-25 at Kendall Parkway / US 34 that will result in faster transit connections and greater reliability for travelers.
 - iii) There is an ongoing conversation around the potential to add \$250 million in additional funds to the existing North I-25 Segments 7 & 8 project in order to put the road into a permanent alignment rather than a temporary one (as currently planned). It is anticipated that by spending the extra \$250 million now the state will avoid an additional \$200 million in the future.
 - iv) Several Transportation Commissioners are approaching the end of their current terms and the Governor will be considering who to appoint for the new 4-year terms. The existing Commissioners expressed their belief that it's important for the appointees to be knowledgeable about transportation issues rather than learning on the job. Herman Stockinger from CDOT's Office of Policy & Government Relations will be reaching out to STAC members in the coming months to get their input on potential TC membership in the future.
 - b) STAC Discussion: STAC members representing the MPOs expressed concern about the timing of when CDOT will share formula fund distribution numbers with the locals who are in the process of developing their RTPs. CDOT staff acknowledged the challenge and promised to discuss in greater detail during the afternoon's Statewide MPO Meeting.
- 3) **TPR Reports** – TPR Representatives
- 4) **Federal and State Legislative Report** – Herman Stockinger & Andy Karsian (Office of Policy & Government Relations)
 - a) Federal:
 - i) BUILD grant applications are now open, with \$900 million available nationwide. Applications are due July 15th and CDOT staff will present suggested project submissions with the STAC in May.
 - (1) The maximum grant amount is \$25 million and staff are considering projects with existing partial funding that can be leveraged as match.
 - b) State:
 - i) The legislative session is coming to a close and there are still a number of potential bills being discussed.
 - ii) The Joint Budget Committee (JBC) included a \$100 million transfer to the Highway Users Tax Fund but a bill to allocate the funding has yet to be introduced.
 - iii) Last year's SB 1 included a directive to put a \$2.3 billion transportation measure on the November 2019 ballot for consideration by the voters. However, the Senate came to agreement last month that the measure should be postponed to November 2020, which will protect the anticipated SB 267 transfer for this year. An additional \$50 million will also be allocated to CDOT this year as part of the compromise.

- (1) The status of this bill is pending at the time of the STAC meeting.
 - iv) There is also a proposed bill to “De-Bruce” the state, i.e. allow the state government to keep excess tax revenues collected above the TABOR limit rather than issuing refunds.
 - c) STAC Discussion: STAC members inquired about the status of SB 19-239, which would require CDOT to convene providers of emerging transportation options (like Uber and Lyft) to assess potential impacts, and also sought clarification on the decision by legislators to postpone the ballot measure to 2020.
- 5) **CDOT Organizational Structure** – Josh Laipply (CDOT Chief Engineer) and Herman Stockinger (CDOT Office of Policy & Government Relations)
- a) CDOT is making an internal reorganization by incorporating the former Division of Transportation Systems Management and Operations (TSMO) into the updated Division of Maintenance & Operations, led by Kyle Lester.
 - b) A few of the other former TSMO functions are being integrated into Division of Engineering, led by Josh Laipply.
 - i) The Office of Traffic and Safety will return to the Division of Engineering, where it formerly was.
 - ii) The Central 70 project will also be managed through the Division of Engineering to allow for more direct engagement by the Chief Engineer.
 - c) Sophie Shulman is the new Chief of Innovative Mobility and will lead the new Office of Innovative Mobility, which will include the Division of Transit & Rail as well as programs related to advanced mobility and electrification.
 - d) STAC Discussion: STAC members inquired about why Central 70 is managed through the Chief Engineer rather than Region 1. Staff explained that the size of the Central 70 project is so great that it merits additional support for Region 1, which must also manage its usual project load at the same time. Representatives also asked about the status of hiring a new RTD for Region 4 and were informed that the process is ongoing with a decision anticipated within a month.
- 6) **Planning Reset** – Rebecca White (Division of Transportation Development) and Erik Sabina (Information Management Branch)
- a) Building on last month’s discussion of the Planning Reset, staff discussed the upcoming Statewide Transportation Plan (SWP) and Regional Transportation Plan (RTP) approach, including the themes of Connections, Choice, and Colorado for All.
 - i) The goal is to focus the conversation on the system we want, rather than the price tag, and to kick off the public process in May.
 - b) Meetings with all 64 counties have already begun and will intensify in the summer months. The goal of these meetings is to develop a broad statewide understanding of local needs and priorities that can be vetted, modeled, and integrated into a 10-year data-driven strategic pipeline of projects.
 - c) The Statewide Travel Model is a new tool at CDOT’s disposal and will help staff to simulate changes in the transportation system and better understand their ability to help us achieve local, regional, and statewide goals.
 - i) The model incorporates a vast number of data points including housing and employment locations, travel behavior, system risk and resiliency, modal connections, and more to help answer questions about our present and future transportation system.
 - ii) It is a tool to support decision-making, but transportation stakeholders and experts will continue to direct the process.
 - iii) At the outset of the SWP process, CDOT staff will use the model to reflect a “No Build” scenario showing how the transportation system would function in 2030 in the absence of

- any new investments. Later on, once project prioritization has occurred, staff will model a second scenario showing the impacts of those projects on their regions and the state as a whole.
- d) Public Engagement will occur at multiple levels: via 4P County Meetings, TPR Meetings, and outreach to the public at large.
 - i) Staff intend to use meetings, telephone town halls, web surveys, and attendance at community events to help broaden the conversation and reflect the needs of all Coloradans.
 - e) STAC members and their TPRs will play a key role in the development of the SWP and RTPs, and CDOT staff will return to the STAC with additional updates moving forward.
 - f) STAC Discussion: STAC members discussed the emphasis on needs and priorities over funding shortfalls and expressed a desire to work with CDOT on determining the most appropriate data points for framing the county-level conversations. Representatives also sought clarification on how Years 5-10 of the new STIP will be constrained and how it will differ from the existing 10 Year Development Program. One STAC member also pointed out that historically project prioritizations can change when a local government brings additional match dollars to the table, so CDOT will need to decide how to address this type of situation in the future.
- 7) **Web Survey Tool Demonstration** – Marissa Gaughan (CDOT Statewide & Regional Planning Section)
- a) Staff shared a sample online survey format that is being developed for gathering broad public input on the Statewide Transportation Plan (SWP).
 - i) It asks the user to identify their top transportation trends and issues, map their specific concerns related to safety, transit, bicycle/pedestrian, freight, and other needs in their community, rank potential goals and strategies for CDOT to pursue, and provide optional demographic data such as age, ethnicity, income, geographic location, and user type.
 - b) CDOT staff will provide future updates to the STAC as this and other public engagement tools are developed in the coming months.
 - c) STAC Discussion: STAC members discussed the importance of clarifying through public engagement activities which issues are state-level and which are local, since many people do not recognize the difference. Staff acknowledged this challenge and hope to find a way to pass along locally-focused input to the applicable agencies so that the engagement is not wasted.
- 8) **4P Meeting Presentation Preview** – Tim Kirby (CDOT Multimodal Planning Branch)
- a) Staff presented a sample of the 4P County Meeting presentation that was delivered to Gunnison County and discussed the types of conversations that have been inspired so far.
 - b) The presentation begins with county-level demographic and economic information before using visualizations to address the unique geography, employment, safety, resiliency, recreation, infrastructure condition, and other elements for the given county.
 - c) STAC Discussion: STAC members inquired about how much funding was discussed by the county commissioners and suggested that CDOT staff should expect to hear about process improvements as well as project needs. CDOT staff requested the support of STAC members and their TPRs in inviting broad participation in the county meetings to ensure good input.
- 9) **SB 1 Multimodal Option Fund Update** – Tim Kirby (CDOT Multimodal Planning Branch)
- a) CDOT staff described the recommendations made by the Multimodal Option Fund Committee to the Transportation Commission.
 - i) Three STAC members participated in the Committee: Amber Blake, Elise Jones, and Heather Sloop.
 - b) Recommendations included:
 - i) Overall division of 81% for urban areas and 19% for rural areas.

- ii) Local match levels range between 0% and 50% based on county-level economic health measures (recommended by DOLA), with flexibility for TPRs to adapt as needed for local context.
 - iii) Programmatic set-aside of 5% for CDOT administrative costs, with potential to increase or decrease based on specific project types selected.
 - iv) Minimum project sizes of \$150,000 for Infrastructure and \$25,000 for Transit, with flexibility for TPRs to adapt as needed for local context.
- c) The Committee's recommendations will be submitted to the Transportation Commission for consideration at their June meeting. Per the SB 1 legislation, the TC has the ultimate authority to adopt the Committee's recommended policies, amend it, or create their own new approach to distribution of the Multimodal Options Fund.
- d) STAC Discussion: Representatives inquired about the timetable for a final decision and whether the STAC should make its own recommendation to the TC. Staff suggested that this was not necessary given the participation of three of its members in the Committee.
- 10) **Other Business** – Vince Rogalski (STAC Chair)
- a) The next meeting of the STAC will be from 9:00 AM - 12:00 PM on Friday, May 17th at CDOT Headquarters (2829 W. Howard Place, Denver). The date is earlier than usual to avoid conflicts with Memorial Day Weekend.
- 11) **Adjourn**