



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

**MEETING AGENDA**

**August 1, 2019  
Milliken Town Hall  
1101 Broad Street  
Milliken, 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-July 11, 2019 (Pg. 8)

**Lead Planning Agency for Air Quality Agenda**

Estimated Time

**COUNCIL REPORTS:**

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

**Metropolitan Planning Organization (MPO) Agenda**

Estimated Time

**REPORTS:**

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

**CONSENT ITEM:**

- |   |                 |  |
|---|-----------------|--|
| 11) 2 <sup>nd</sup> Quarter Unaudited Financials (Pg. 22) | Crystal Hedberg |  |
| 12) Freight Northern Colorado Plan (Pg. 36)               | Ryan Dusil      |  |
- Resolution 2019-19**

**ACTION ITEMS:**

- |                                      |                 |      |
|--------------------------------------|-----------------|------|
| 13) July 2019 TIP Amendment (Pg. 38) | Medora Bornhott | 5min |
|--------------------------------------|-----------------|------|
- Resolution 2019-20**

**DISCUSSION ITEMS:**

- |  |                  |        |
|--|------------------|--------|
| 14) Executive Director Policies (Pg. 43)                                   | Suzette Mallette | 5 min  |
| 15) 2045 Regional Transportation Plan (Pg. 50)                             | Becky Karasko    | 10 min |
| 16) Readoption of FY2020-23 Transportation Improvement Plan (TIP) (Pg. 65) | Medora Bornhott  | 5 min  |

**WORK SESSION:**

- |   |               |        |
|---|---------------|--------|
| 17) NFRMPO Call for Projects Process (Pg. 66) | Becky Karasko | 30 min |
|---|---------------|--------|

**COUNCIL REPORTS:**

**5 min**

- |   |                                 |       |
|---|---------------------------------|-------|
| Transportation Commission                                   | Kathleen Bracke/Heather Paddock |       |
| I-25 Update   | Dave Clark                      |       |
| Statewide Transportation Advisory Committee (STAC) (Pg. 77) | (Written)                       |       |
| Host Council Member Report                                  | Elizabeth Austin                | 5 min |

**MEETING WRAP UP:**

Next Month's Agenda Topic Suggestions

**NEXT MPO COUNCIL MEETING:**

**September 5, 2019  
Town of Severance**



## **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*

**Kristin 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*

**Lisa Laake, Trustee**

### *Weld County*

**Barbara Kirkmeyer, Commissioner**

Alternate- Steve Moreno, Commissioner

### *CDPHE- Air Pollution Control Division*

**Rick Coffin, Planner**

### *Colorado Transportation Commission*

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

GLOSSARY (cont'd)

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

**GLOSSARY (cont'd)**

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

# Milliken Town Hall

Exit 252  
Highway 60 East

Town Hall  
1101 Broad Street (Highway 60)  
Milliken

25

60

Milliken

Johnstown



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

**July 11, 2019**

**Weld County Administration Building  
1150 O Street  
Greeley, CO**

**Voting Members Present:**

**Dave Clark – Vice Chair**  
Kevin Ross  
Kristen Stephens  
Robb Casseday  
Tom Donnelly  
Paula Cochran  
Don McCleod  
Scott James

-Loveland  
-Eaton  
-Fort Collins  
-Greeley  
-Larimer County  
-LaSalle  
-Severance  
-Weld County

**Voting Members Absent:**

William Karspeck  
Rick Coffin  
Mark Clark  
Fil Archuleta  
Troy Mellon  
Elizabeth Austin  
Lisa Laake

-Berthoud  
-CDPHE  
-Evans  
-Garden City  
-Johnstown  
-Milliken  
-Timnath  
-Transportation Comm.

**MPO Staff:**

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

**In Attendance:**

Dawn Anderson, Jeff Bailey, Frank Baszler, Kathleen Bracke, Gray Clark, Butch Hause, Kathy Gilliland, Will Jones, Christine Kallhoff, Tim Kemp, Dave Kisker, Bob McCluskey, Mitch Nelson, Randy Ready, Eric Richardson, Jan Rowe, Bryan Schafer, Karen Schneiders, Corey Stewart, and Robin Stoneman.

Vice Chair, Dave Clark (D. Clark) led the meeting in absence of Chair Melendez. D. Clark called the MPO Council meeting to order at 6:05 p.m.

**Public Comment:**

There was no public comment.

**Move to Approve Agenda:**

Ross **moved** to approve the, *July 11, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

**Move to Approve Minutes:**

Casseday **moved** to approve the *June 6, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

D. Clark opened the Air Quality portion of the meeting.



#### Air Pollution Control Division (APCD)

No report was provided

#### Regional Air Quality Council (RAQC)

No report was provided. Donnelly asked if there had been an assignment of the MPO RAQC representative. Ross replied Melendez had recently asked Governor Polis in person and had been told the assignment would be done soon.

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

D. Clark opened the MPO portion of the meeting and introduced Kathleen Bracke as the newly appointed Weld County Commissioner. Bracke said she had almost 30 years of transportation experience but still appreciates the advice and input she will receive from the Planning Council.

#### **Reports:**

##### Report of the Chair:

D. Clark recognized Kathy Gilliland for her many years of dedication and service, and she was presented with a plaque and card. Council members complimented Gilliland for her admiral representation and being an integral part of the success the MPO had seen over the past eight years. Gilliland said she greatly appreciated the honor of serving on the Council and looked forward to the continued progress on I-25 and throughout Colorado.

D. Clark also introduced Weld County Commissioner, Scott James, who had been appointed to represent Weld County at the July meeting in the absence of Commissioners Kirkmeyer and Moreno. D. Clark thanked James for hosting the meeting.

##### Executive Director Report:

Becky Karasko reported on the following in Director Mallette's absence:

- CDOT Transportation Summit in October- MPO has purchased a table and has seven seats available. Please contact Suzette or MPO staff to reserve a seat.
- Employers Council HR services have been reacquired as of July 1<sup>st</sup>.
- New Transportation Planner, AnnaRose Cunningham, started July 8<sup>th</sup>.
- Crystal Hedberg is retiring at the end of August. The MPO is searching for a part-time Finance Director. The information is on the MPO website
- MPO staff has attended multiple public involvement events scheduled in July including the Greeley Stampede, Eaton Days, and LaSalle Days.

##### Finance:

A written report was provided.

##### TAC:

A written report was provided.

##### Mobility:

Two written reports and a newsletter were provided.

##### VanGo™ Dashboard

A written report was provided.

## **Presentation:**

### **MPO Air Quality Efforts**

Ryan Dusil, Transportation Planner II, gave the Air Quality Planning presentation in the North Front Range presentation to the Council, noting approximately 78% of the total population in Larimer and Weld Counties resides within the NFRMPO boundary. With a population growth of approximately 82% expected in the next 30 years, the moving of people and goods has huge implications for air quality. Northern Colorado must plan a transportation system ready for that type of growth.

The NFRMPO coordinates their air quality efforts with DRCOG, RAQC and the Air Pollution Control Division of the Colorado Department of Public Health and Environment. Dusil highlighted the following as the major air quality improvement efforts the NFRMPO was involved with for Northern Colorado; VanGo™, Public Outreach, Ozone Action Day Alert and AQ Index postings, the Transportation Improvement Program, the Regional Transportation Plan, Congestion Management Process, Non-Motorized Planning, Transit and Mobility Coordination.

Donnelly asked how the NFRMPO compared with other MPO's when it came to tangible emission reductions with programs like VanGo™. Dusil replied he did not have any actual comparisons other than the fact that DRCOG has their Way to Go vanpooling program. Both noted DRCOG has much larger funding pools for projects.

## **Move to Approve Consent Agenda:**

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

Items on the Consent Agenda included:

- *2019 UPWP Budget Amendment- Resolution 2019-16*

## **Action Items:**

### **2045 Fiscally Constrained Plan (FCP)**

Karasko presented the 2045 Fiscally Constrained Plan (FCP) to the Council, noting the MPO must complete an FCP showing the anticipated revenues and expenses over the life of the Regional Transportation Plan in which it is included. She also noted this plan was much more robust process as the 2040 FCP was shown to be lacking in several areas. Due to changes in CDOT's schedule of approving the 2045 Program Distribution, a combination of approved 2040 and 2045 estimates was used for CDOT's Statewide 2045 Program Distribution: the 2040 Program Distribution and 2045 Revenue Projections. (The actual amount is expected in late 2019.)

MPO staff vetted the methodology for estimating the 2045 RTP Fiscally Constrained Plan through CDOT and FHWA staff. If the estimates are incorrect, an RTP Amendment may be required once CDOT finalizes the 2045 Program Distribution. The "high revenue scenario" anticipates a new funding source. The new funding source raises Highway User's Trust Fund (HUTF) revenues by \$300M per year and could be anything from a state sales tax, gas tax increase, or other equivalent mechanism (similar to increases anticipated under various recent legislative or ballot proposals).

The estimates for metro planning, STBG, and TA will be updated once MPO-specific information is received from CDOT. The other programs will need to rely on the 2040 Program Distribution due to timing of CDOT's process. Because TAC members expressed concerns in May regarding the Transit Operations, Maintenance, and Capital costs, specifically that they are too high compared to Local Communities' actual expenses, there will be a Work Session on the Fiscally Constrained Plan with TAC on July 12<sup>th</sup>. Karasko noted there was a total unmet need of \$4.4B, adding currently no funding assigned to Front Range Passenger Rail as the actual cost is still unknown. Having an unmet need can be beneficial to the MPO, as it helps to make a case for the region additional funds are needed and why. The FCP will be included in the 2045 RTP which is a discussion item at the August 1 Council meeting, with adoption of the plan scheduled for September.

D. Clark asked Karasko to confirm the cost associated with unfunded projects Karasko replied there was \$2.2B of projects within the Regionally Significant Corridors (RSC's) without a funding source identified.

Donnelly **moved** to approve *RESOLUTION NO. 2019-17 ADOPTING THE FISCALLY CONSTRAINED PLAN FOR THE 2045 REGIONAL TRANSPORTATION PLAN (RTP)*. The motion was **seconded** and **passed** unanimously.

#### 2019 Congestion Management Process (CMP)

Dusil reviewed the 2019 Congestion Management Process (CMP) with the Council noting it is referenced in the 2045 RTP which is scheduled for adoption in September. He stated the CMP structure had not changed and identified revisions which had been made. Dusil addressed one of Council's concerns from the May meeting that the Travel Time Index (TTI) measure was not accurately capturing congestion by sharing a chart showing the average hourly TTI across the entire corridor. The chart showed a general trend and that there were not roads that are typically congested all the time; however, spikes during the AM, mid-day, and PM peak periods were still present. He noted INRIX defines the free-flow speed as the 85th percentile speed across all times of day.

Dusil stated Council had also expressed their concern that I-25 was only identified as small segments in the CMP, suggesting the true congestion experience was not captured. In response to that concern staff has proposed adding Truck Travel Time Reliability (TTTR) to the Congested Corridor Selection Process. TTTR is very similar to Travel Time Reliability (TTR) but because it is specific to truck traffic, it is measuring the reliability for freight delivery as opposed to just commuting. TTTR is a federal performance measure for congestion and will represent I-25 more accurately.

Casseday **moved** to approve *RESOLUTION NO. 2019-18 ADOPTING THE CONGESTION MANAGEMENT PROCESS (CMP)* The motion was **seconded** and **passed** unanimously.

#### Discussion Items:

##### Freight Northern Colorado Plan

Dusil presented the Freight Northern Colorado Plan to the Council stating it was the NFRMPO's first region-wide freight plan and was recommended by FHWA in the 2014 quadrennial review and would be included in the 2045 RTP. The FNC will position the NFRMPO very well for increased funding. He asked for Council's feedback and suggestions,

noting their input would be very beneficial to the process. The plan is anticipated to receive TAC recommendation July 17<sup>th</sup> and be back before the Council for adoption on August 1<sup>st</sup>.

#### Zero Emission Vehicle (ZEV) Update

Ross stated the Prehearing Statement of the NFRMPO had been handed out to Council, noting the effort was made to capture the sentiment of the Council as a whole in the response to the ZEV ruling (Proposed Regulation Number 20). The identified concerns in the statement were as follows:

- Whether the ZEV's contribute monetarily, with an appropriate share, to the maintenance of transportation infrastructure through the Highway User Trust Fund (HUTF). \*Increased EV fees in parity with traditional gas-powered vehicles are being proposed.
- Whether Taxpayers are currently and will continue to subsidize the purchase ZEV's.
- Whether charging stations and infrastructure are adequate, especially in rural areas, to support ZEV's. \*A market driven approach to implementation is much more conducive to Northern Colorado.
- Whether the California regulations work for Colorado as currently presented.

The NFRMPO supports having a voice in regulations that effect Colorado residents and do not support being tied to California without any input into the program. Testimonies at the hearing will go above and beyond the items addressed in the pre-hearing statement.

Ross and McLeod will be testifying in front of the Air Quality Control Commission (AQCC) at the hearing August 13-16. Ross extended an invitation to any Council members wanting to attend.

#### **Council Reports:**

##### Transportation Commission Report /CDOT Region 4

A Project Status Update for July 9, 2019 was provided. Karen Schneiders, CDOT R4 noted the following:

- SH402 project has closed underneath the interchange until October due to rain delays. Ramps are still accessible.
- US287 LaPorte Bypass to SH1 construction is complete.
- CDOT welcomed the State Transportation Commissioners during their Northern Colorado tour in June.
- The Region 4 RTD position, formerly held by Johnny Olson who retired June 30th, is still open. Heather Paddock is doing an admiral job as the acting RTD.

##### I-25 Update

Although she was not officially a member of the Council, Kathleen Bracke, welcomed any assistance she could offer to the Council as she stepped into her new position as District 5 Transportation Commissioner. D.Clark asked Bracke to please be supportive of and protect the \$310M voted on by the TC for the full EIS buildout of segments 7 & 8. He then noted there had been no June meeting and added the I-25 Coalition was working on obtaining increased funding.

##### STAC Report

A written report was provided.

Host Council Member Report- Scott James welcomed everyone to Weld County, complimenting Rudy's Bar-B-Q for the food. He reported on the following major

transportation related/Capital Improvement Projects in Weld County: WCR 29 is being paved from SH392 to SH 90, then eventually all the way to 100<sup>th</sup>, creating a regionally significant corridor and connecting the towns of Pierce and Wellington; the intersection at WCR 34 and WCR13 which is a major safety project, should be done on time and under budget; the County is working on acquiring Right of Way for the roundabout projects at WCR 54 and WCR17 on the Freedom Parkway Corridor, it is scheduled to begin November 1<sup>st</sup>.

**Meeting Wrap-Up:**

Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at 7:08 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



## FINANCE COMMITTEE REPORT

- Finance Committee met on July 19, 2019
- The purchase of a vehicle for the use of staff was discussed
  - Staff desires a vehicle that would be easier to park and navigate in traffic
  - Staff proposed a Rav4 Hybrid be purchased by the VanGo program
  - The MPO would reimburse the VanGo program for mileage in the same manner staff usage of vans are reimbursed.
  - The committee noted council had approved this purchase previously and agreed to the purchase
- Staff requested the requirement of two signatures on checks of \$500 or more be raised to \$2,500. The committee approved this change
- The committee provided guidance regarding various aspects of a budget policy.
- Staff will prepare a draft budget based on this guidance
- The committee reviewed the 2<sup>nd</sup> Quarter Unaudited Financial Statements.
- The committee recommends Council accept the 2<sup>nd</sup> Quarter Unaudited Financial Statements.

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

July 17, 2019  
7:30 a.m.  
Egg & I  
1205 Main Street  
Windsor, CO

Members Present

Dave Clark  
Will Karspeck  
Kevin Ross

Staff Present

Suzette Mallette  
Crystal Hedberg

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

Approval of Minutes:

The minutes of the June 19, 2019 meeting were accepted.

Discussion Items:

Vehicle purchase for MPO use – Mallette reported the MPO staff uses VanGo vans for travel. The mileage is reimbursed to VanGo using the IRS standard business mileage reimbursement rate. Staff desires a vehicle that would be easier to park and navigate in traffic. Staff proposed the purchase of a Toyota Rav4 hybrid be purchased by the VanGo program. This vehicle would provide room to enable staff to bring along any cargo needed for a meeting or event. The MPO would reimburse the VanGo program using the current procedure. Ross noted council had approved the purchase of a vehicle previously. The finance committee agreed to the purchase

Signatory requirement on checks- Currently the organization requires two signatures on any check over \$500. This has not changed since the MPO was organized. Staff request the amount be raised to \$2,500. The committee approved the change.

Budget Policy- Since the UPWP is prepared on a two- year cycle, staff recommended that the budget also be prepared on a two-year cycle beginning with the FY 2022 UPWP. Budget changes for the second year of the cycle would be processed through a budget amendment. The committee agreed with this process.

The organization usually has two types of budget amendments - budget neutral and budget increases or decreases. Staff requested guidance regarding the level of approval for both types. The conclusion for the draft policy was to allow budget neutral amendments to be approved by the Finance Committee and reported to council. The budget increases and/or decreases would be sent to the Council for approval with a recommendation from the Finance Committee. This approval would require a resolution.

Staff will prepare a draft policy for the Finance Committee approval.

## 2<sup>nd</sup> Quarter Unaudited Financial Statements:

The 2nd 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 Statement of Federal Expenditures was reviewed. This statement identifies the sources of federal expenditures grouping the sources by federal clusters. All the MPO's funding is currently passed through the Colorado Department of Transportation.

The committee reviewed in more detail consultant and professional costs.

The Cash and Investment Institution Listing was reviewed noting a total of \$3,668,999 of investments. These are split \$ 454,013 to the MPO and \$3,214,985 to Vango. It was noted \$2,423,596 of Vango™ funds remained after allocating required operating and capital reserves for the program.

The committee recommends Council accept the 2nd Quarter Unaudited Financial Statements.

The meeting was adjourned at 8:05 a.m.



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

**APPROVAL OF THE June 19, 2019 TAC MINUTES**

Kemp moved to approve the June 19, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**July 2019 Transportation Improvement Program (TIP) Amendment** – Bornhoft described the five Amendment requests submitted for the July 2019 TIP Amendment. Nelson moved to recommend Planning Council approve the Amendment. Kemp seconded the motion, which was approved unanimously.

**Freight Northern Colorado (FNC)** – Dusil highlighted the following changes: the addition of regionally specific survey results from Colorado Freight Plan, truck volume projections from the NFRMPO’s Regional Travel Demand Model (RTDM), references to the Congestion Mitigation Process (CMP), and the incorporation of TAC comments. Wagner moved to recommend Planning Council adopt FNC. Anderson seconded the motion, which was approved unanimously.

**PRESENTATIONS**

**Proposed Bustang Outrider Presentation** – Jeff Prillwitz, CDOT, and Meghan Boydston, HDR, discussed the planning effort for Bustang Outrider, which is the rural regional transit service started at the beginning of 2018. Bustang Outrider differs from regular Bustang because it connects to smaller towns and has different funding sources. HDR and CDOT have analyzed 21 potential Outrider routes across the State. Currently, CDOT and HDR are meeting with TPRs and MPOs to discuss the methodology, potential routes, and to identify local concerns and priorities. The goal is to implement new Bustang Outrider routes by Fall 2019. Boydston noted three routes were evaluated in the NFRMPO region: Greeley to Fort Morgan and Sterling; Greeley to Denver; and Greeley to Fort Collins. Prillwitz noted Greeley to Denver is more appropriate for Bustang service, while Greeley to Fort Collins is being led by Greeley Evans Transit. Boydston noted the next steps include developing service plans based on outreach, analysis, and overall feedback.

**DISCUSSION ITEMS**

**2045 Regional Transportation Plan (RTP)** – Bornhoft presented on Plan Projects and Scenario data from the recently completed 2015 RTDM. Klockeman noted many of the most congested roads in the Build and No-Build scenarios are on the periphery of the communities and that it is important to identify ways to fund projects connecting communities. Bornhoft stated comments should be sent to her by July 31, 2019.

**Readoption of FY2020-2023 TIP** – Bornhoft noted the FY2020-2023 TIP has been adopted, but it was adopted under the 2040 RTP. Bornhoft noted the FY2020-2023 TIP must be brought back to be adopted under the 2045 RTP, which is scheduled for adoption in September. The public comment period will run from August 1 to August 31. Bornhoft noted the FY2020-2023 TIP will come back next month for Action.

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

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

**Administrative Modification #2019-M4 & #2019-M4.2**

Prepared by: Medora Bornhoft

DATE: 4/30/2019

Submitted to: CDOT

							<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
<b>FASTER (North Front Range Listings of State Highway Locations)</b>													
<b>PREVIOUS ENTRY</b> SR46606	P-7	<b>Region 4 FASTER Safety Pool</b> For the most current project funding information, please see CDOT's STIP at <a href="https://www.codot.gov/business/budget/documents/dailySTIP.pdf">https://www.codot.gov/business/budget/documents/dailySTIP.pdf</a>	CDOT Region 4	FASTER Safety	State Local Total	FASTER Safety Local	1,000 - 1,000	- - -	1,900 - 1,900	3,000 - 3,000	- - -	- - -	<b>4,900</b> - <b>4,900</b>
Pool Projects:													
SR46606.073	-	I-25: Fort Collins North Cable Rail	CDOT Region 4			Project Description: Safety Improvement							
SR46606.083	-	SH-60 and WCR-40 Intersection	CDOT Region 4			Project Description: Safety Improvement							
SR46606.089	-	College & Troutman Signal Upgrades	CDOT Region 4			Project Description: Safety Improvement							
SR46606.070	-	Intersection Safety Improvements Pool	CDOT Region 4			Project Description: Safety Improvement							
SR46606.070	-	US 287 and Foothills Parkway	CDOT Region 4			Project Description: Safety Improvement							
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.													
<b>REVISED ENTRY</b> SR46606	P-7	<b>Region 4 FASTER Safety Pool</b> For the most current project funding information, please see CDOT's STIP at <a href="https://www.codot.gov/business/budget/documents/dailySTIP.pdf">https://www.codot.gov/business/budget/documents/dailySTIP.pdf</a>	CDOT Region 4	FASTER Safety	State Local Total	FASTER Safety Local	1,000 - 1,000	- - -	1,900 - 1,900	5,350 - 5,350	- - -	- - -	<b>7,250</b> - <b>7,250</b>
Pool Projects:													
SR46606.073	-	I-25: Fort Collins North Cable Rail	CDOT Region 4			Project Description: Safety Improvement							
SR46606.083	-	SH-60 and WCR-40 Intersection	CDOT Region 4			Project Description: Safety Improvement							
SR46606.089	-	College & Troutman Signal Upgrades	CDOT Region 4			Project Description: Safety Improvement							
SR46606.070	-	Intersection Safety Improvements Pool	CDOT Region 4			Project Description: Safety Improvement							
SR46606.070	-	US 287 and Foothills Parkway	CDOT Region 4			Project Description: Safety Improvement							
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.													
Reason: Adding \$2,350K state funds in FY20 to I-25: Fort Collins North Cable Rail.													
<b>Regional Priority Program (RPP) - North Front Range Listings</b>													
<b>PREVIOUS ENTRY</b> SSP4428.001	2016-036	<b>NFR I-25: Post EIS Design &amp; ROW</b>	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	Surface Transportation Program State Highway Fund - HUTF	6,568 1,470 8,038	- - -	- 1,260 1,260	2,298 478 2,776	2,590 256 2,846	1,629 775 2,405	<b>6,517</b> <b>2,769</b> <b>9,286</b>
Project Description: Pre-construction activities													
<b>REVISED ENTRY</b> SSP4428.001	2016-036	<b>NFR I-25: Post EIS Design &amp; ROW</b>	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal State Total	Surface Transportation Program State Highway Fund - HUTF	6,568 1,470 8,038	- - -	2,298 1,738 4,036	- - -	2,590 256 2,846	1,629 775 2,405	<b>6,517</b> <b>2,769</b> <b>9,286</b>
Project Description: Pre-construction activities													
Reason: Shift \$2,298K federal and \$478K state funding from FY20 to FY19.													
<b>PREVIOUS ENTRY</b> SNF3392.999	NF3392	<b>SH 402: US 287 to I-25 (Loveland)</b>	CDOT Region 4	ROW	Federal State Total	Surface Transportation Program State Highway Fund - HUTF	2,362 508 2,870	- - -	- - -	- - -	- - -	- - -	- - -
Project Description: Preconstruction activities.													
<b>REVISED ENTRY</b> SNF3392.999	NF3392	<b>SH 402: US 287 to I-25 (Loveland)</b>	CDOT Region 4	ROW	Federal State State Total	Surface Transportation Program State Highway Fund - HUTF Regional Priority Program	2,362 508 - 2,870	- - 1,800 -	- - - -	- - - -	- - - -	- - - -	- - 1,800 1,800
Project Description: Preconstruction activities.													
Reason: #2019-M4.2 - Roll forward project from 2008-2013 TIP (STIP ID SNF3392); add \$1,800K state funding for ROW Purchase in FY19.													
<b>FTA 5307 - Urbanized Area Formula Program</b>													
<b>PREVIOUS ENTRY</b> SST6741.130	2019-013	<b>Paratransit Bus Replacement</b>	Greeley	Replacement	Federal Local Total	FTA 5307	- - -	- - -	324 - 324	157 - 157	157 - 157	101 - 101	<b>739</b> - <b>739</b>
Project Description: GET Paratransit Bus Replacement													
<b>REVISED ENTRY</b> SST6741.130	2019-013	<b>Paratransit Bus Replacement</b>	Greeley	Replacement	Federal Local Total	FTA 5307	- - -	- - -	324 65 389	157 31 188	157 31 188	101 20 121	<b>739</b> <b>147</b> <b>886</b>
Project Description: GET Paratransit Bus Replacement													
Reason: Correct local match from \$0 to \$147K across FY19-FY22													

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

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

**Administrative Modification #2019-M5**

Prepared by: Medora Bornhoft

DATE: 5/22/2019

Submitted to: CDOT

*Dollars Listed in Thousands*

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
<b>Surface Transportation Block Grant (STBG)</b>													
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.													
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal State State Local	BUILD STP-Metro SB1 SB267 Local	- - - - -	- 2,000 - - -	20,000 - 39,000 76,200 -	- - - -	- - - 500 -	- - - -	20,000 2,000 39,000 76,200 500 137,700
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.													
Reason: Adding \$500K in Local funding in 2020.													
PREVIOUS ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	SB1	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.													
REVISED ENTRY SR46600.081	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	7PX	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.													
Reason: Change in fund type from state SB1 to state 7PX (SB267).													
<b>Surface Transportation Block Grant (STBG)</b>													
PREVIOUS ENTRY SNF5788.040	2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local	STP Metro Local	- -	1,099 228	1,221 254	- -	- -	- -	2,320 482 2,803
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.													
REVISED ENTRY SNF5788.040	2018-002	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Local	STP Metro Local Local Overmatch	- - -	1,099 228 -	1,221 254 2,623	- -	- -	- -	2,320 482 2,623 5,426
Project Description: Widening of existing 4 lane arterial to 6 lanes, including bike lanes and sidewalks.													
Reason: Adding \$2,623K Local Overmatch in FY19.													
PREVIOUS ENTRY SNF5788.048	2020-011	O Street Widening - 11th Avenue to WCR 37	Greeley	Modify & Reconstruct Bike/Ped Facility	Federal Local	Surface Transportation Block Grant Local	- -	- -	- -	1,432 1,243	- -	- -	1,432 1,243 4,547 7,222
Project Description: Widen road from 2-lanes to 4-lanes to improve capacity. Project includes improvements to the WCR-37/O Street intersection, bike lanes, and pedestrian ways.													
REVISED ENTRY SNF5788.048	2020-011	59th Avenue and O Street Roundabout	Greeley Weld County	Modify & Reconstruct	Federal Local Local Overmatch	Surface Transportation Block Grant Local Local Overmatch	- - -	- - -	- 276 5,308	1,329 -	- -	- -	1,329 276 5,308 6,913
Project Description: Construct roundabout with center refuge medians.													
Reason: Revising project name, description, improvement type, project sponsor, and funding as approved by Planning Council on May 2, 2019 with Resolution #2019-09.													
<b>FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program</b>													
PREVIOUS ENTRY SST6732.007	2016-030	NFRMPO Mobility Management	NFRMPO	Capital	Federal Local	FTA5310 Local	10 3	27 7	27 7	- -	- -	- -	54 14 68
Project Description: Capitalized operating of the Mobility Management Program.													
REVISED ENTRY SST6732.007	2016-030	NFRMPO Mobility Management	NFRMPO	Capital	Federal Local	FTA5310 Local	10 3	27 7	27 7	27 7	27 7	27 7	135 35 170
Project Description: Capitalized operating of the Mobility Management Program.													
Reason: Adding reasonably anticipated revenue of \$27K federal 5310 and \$7K local per year for FY20-FY22.													

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

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

**Administrative Modification #2019-M6**

Prepared by: Medora Bornhoft

DATE: 6/17/2019

Submitted to: CDOT

*Dollars Listed in Thousands*

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
<b>Strategic</b>													
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	2,000	-	-	-	-	2,000
					Federal/State	NHPP	-	-	88,800	-	-	-	88,800
					State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	75,300	-	-	-	75,300
					Local	Local	-	-	-	-	500	-	500
Total							-	2,000	223,100	500	-	-	225,600
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.													
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal	BUILD	-	-	20,000	-	-	-	20,000
					Federal	STP-Metro	-	2,000	-	-	-	-	2,000
					Federal/State	NHPP	-	-	88,800	-	-	-	88,800
					State	ITM	-	-	1,300	-	-	-	1,300
					State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	75,300	-	-	-	75,300
Local							-	-	500	-	-	500	
Total							-	2,000	224,400	500	-	-	226,900
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.													
Reason: Add \$1,300K ITM state funding in FY19 for ITS improvements.													

**Surface Treatment**

PREVIOUS ENTRY SR45218	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal	STBG / NHPP	6,432	-	19,601	16,545	8,757	8,757	53,659
					State	State Highway Fund	-	-	3,849	5,284	1,668	1,668	12,469
					State	SB1	-	-	1,975	-	-	-	1,975
					Local	Local	-	-	1,500	-	-	-	1,500
					Local Overmatch	Local Overmatch	877	-	-	-	-	-	-
					Total							7,309	-
Pool Projects: SR45218.114 - SH60: I-25 to Milliken CDOT Region 4 Project Description: Minor Rehab SR45218.183 - SH14 Ft Collins East CDOT Region 4 Project Description: Minor Rehab SR45218.179 - US34: US85 east to US34A CDOT Region 4 Project Description: Minor Rehab SR45218.182 - US287 Berthoud Bypass Repair CDOT Region 4 Project Description: Surface Treatment Repair SR45218.174 - US85L: O St to Ault CDOT Region 4 Project Description: Surface Treatment SR45218.187 - SH263: US 85 to Greeley Airport CDOT Region 4 Project Description: Surface Treatment SR46600.054 - Fort Collins CBC Underpass (College Ave S/o F CDOT Region 4 Project Description: Surface Treatment SR45218.208 - US 34 & WCR 17 CDOT Region 4 Project Description: Interchange Improvements SR45218.209 - US 34 & 35th Ave Interchange CDOT Region 4 Project Description: Interchange Improvements SR45218.210 - US 34 & 47th Ave Interchange CDOT Region 4 Project Description: Interchange Improvements													
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													
REVISED ENTRY SR45218	P-13	Region 4 Surface Treatment	CDOT Region 4	Surface Treatment	Federal	STBG / NHPP	6,432	-	19,601	16,545	8,757	8,757	53,659
					State	State Highway Fund	-	-	6,849	2,284	1,668	1,668	12,469
					State	SB1	-	-	1,975	-	-	-	1,975
					Local	Local	-	-	1,500	-	-	-	1,500
					Local Overmatch	Local Overmatch	877	-	-	-	-	-	-
					Total							7,309	-
Pool Projects: SR45218.114 - SH60: I-25 to Milliken CDOT Region 4 Project Description: Minor Rehab SR45218.183 - SH14 Ft Collins East CDOT Region 4 Project Description: Minor Rehab SR45218.179 - US34: US85 east to US34A CDOT Region 4 Project Description: Minor Rehab SR45218.182 - US287 Berthoud Bypass Repair CDOT Region 4 Project Description: Surface Treatment Repair SR45218.174 - US85L: O St to Ault CDOT Region 4 Project Description: Surface Treatment SR45218.187 - SH263: US 85 to Greeley Airport CDOT Region 4 Project Description: Surface Treatment SR46600.054 - Fort Collins CBC Underpass (College Ave S/o F CDOT Region 4 Project Description: Surface Treatment SR45218.208 - US 34 & WCR 17 CDOT Region 4 Project Description: Interchange Improvements SR45218.209 - US 34 & 35th Ave Interchange CDOT Region 4 Project Description: Interchange Improvements SR45218.210 - US 34 & 47th Ave Interchange CDOT Region 4 Project Description: Interchange Improvements													
Pool Description: Summary of CDOT Region 4 Surface Treatment Project Programming in the North Front Range region.													
Reason: Advance \$3,000K SHF state funding from FY20 to FY19 for STIP ID: SR4218.187   SH263: US 85 to Greeley Airport Devolution.													

**Surface Transportation Block Grant (STBG)**

PREVIOUS ENTRY SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	350	335	400	-	1,085
					Local	Local	-	-	70	156	-	226	
					Total							-	-
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.													
REVISED ENTRY SNF5788.044	2020-012	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	Modify & Reconstruct	Federal	Surface Transportation Block Grant	-	-	350	335	400	-	1,085
					Local	Local	-	-	74	70	82	-	226
					Total							-	-
Project Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.													
Reason: Advance \$74K FY21 local funds to FY19 to compliment the advancement of FY21 federal funds to FY19 per Modification #2018-M3.													

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

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

**Administrative Modification #2019-M6**

Prepared by: Medora Bornhoft

DATE: 6/17/2019

Submitted to: CDOT

*Dollars Listed in Thousands*

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
<b>FTA 5304 - Statewide Planning</b>													
PREVIOUS ENTRY SST6728.005	2019-015	Larimer County Senior Transportation Implementation Plan	NFRMPO	Mobility	Federal	FTA 5304	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Local	NADTC	-	-	20	-	-	-	20
					Local Overmatch		-	-	11	-	-	-	11
					Total		-	-	81	-	-	-	81
Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County													
REVISED ENTRY SST6728.005	2019-015	Larimer County Senior Transportation Implementation Plan	NFRMPO	Mobility	Federal	FTA 5304	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Local	NADTC	-	-	90	-	-	-	90
					Local Overmatch		-	-	11	-	-	-	11
					Total		-	-	151	-	-	-	151
Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County													
Reason: Adding \$70K NADTC local funding grant in FY19.													



## MEMORANDUM

To: NFRMPO Council

From: Crystal Hedberg

Date: August 1, 2019

Re: CY 2019 2<sup>nd</sup> Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 2nd 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**

The MPO received additional funding during March 2019 from the National Aging and Disability Transportation Center to run a pilot program for a one call/one click center. These services will use consultants who will provide and/or oversee trip matching and ride providers. A report will be prepared at the end on the program to document performance and results of the implementation. The project is scheduled to be completed by August 31, 2019.

A contract for §5304 funding to complete a business and financial plan for a “One Call/One Click” center was executed at the end of March with work beginning during the second quarter.

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 June 20, 2019.

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 4<sup>th</sup> quarter of 2018. The §5339 funds have not been collected as of June 30, 2019 and remain as part of the recorded accounts receivable at the end of the quarter.

Thirteen vans were sold during the second quarter netting \$47,665 of revenue after repayments were made to the Federal Transit Administration (FTA). For vans purchased with FTA funding and sales proceeds over \$5,000, eighty percent of the proceeds are required to be refunded to FTA. All FTA funded vans have been sold as of the end of the second quarter.

The program began wrapping vans during the 1<sup>st</sup> quarter for promotional purposes. The year to date cost of wrapping vans (\$37,000) along with van transactions resulted in year to date expenses exceeding revenues by \$204,497.

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 second quarter Unaudited Financial Statements dated June 30, 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.

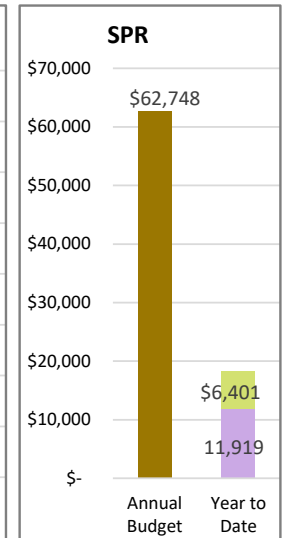
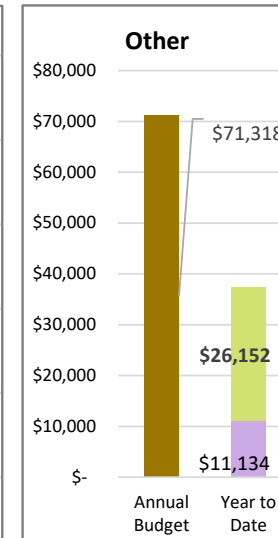
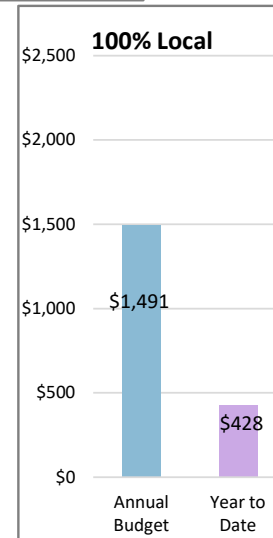
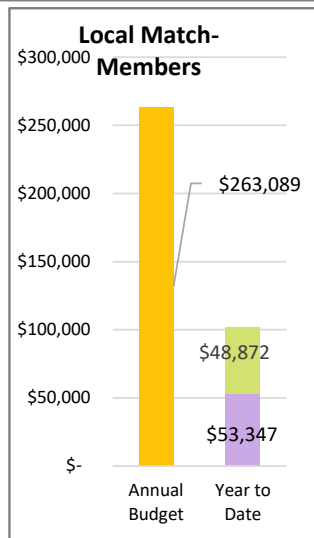
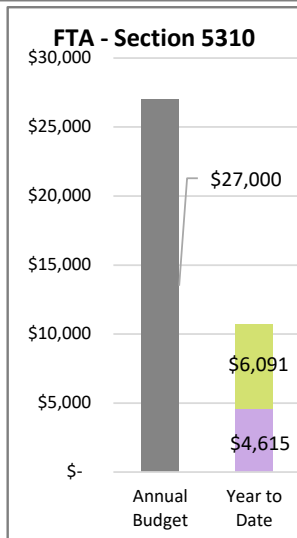
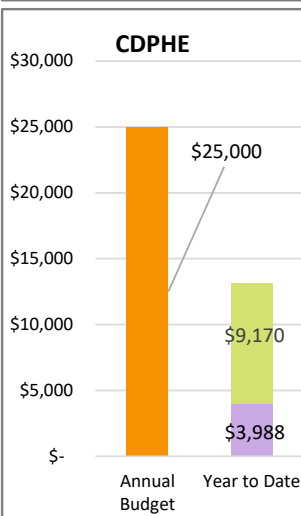
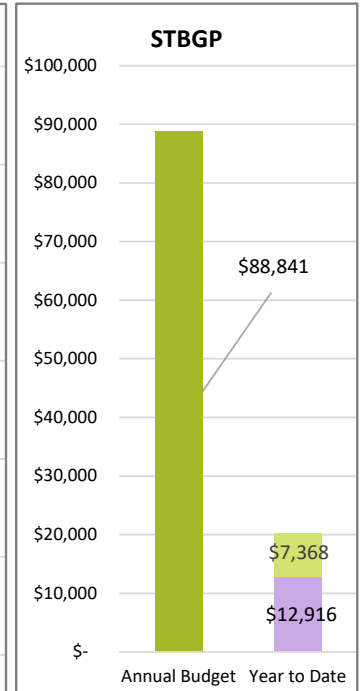
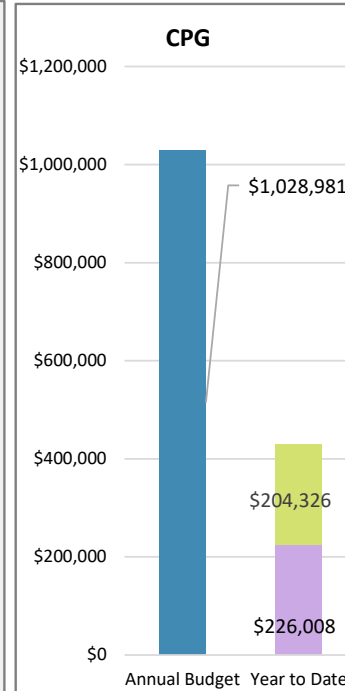
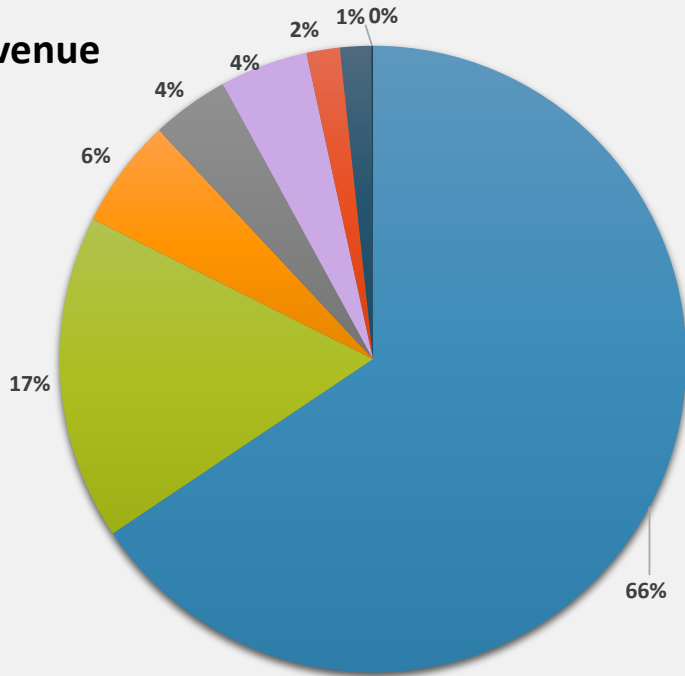
# Metropolitan Planning Organization - REVENUE

## 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





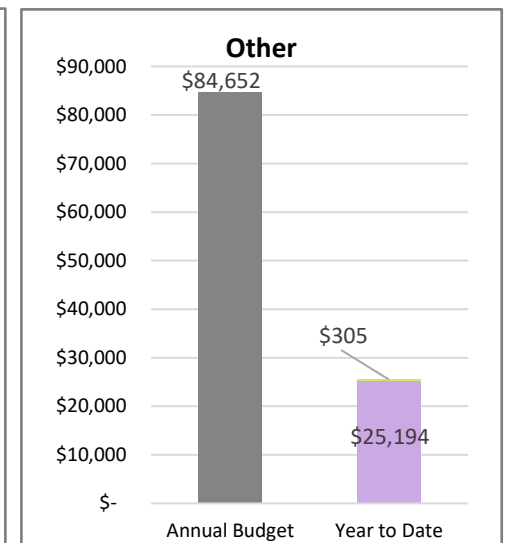
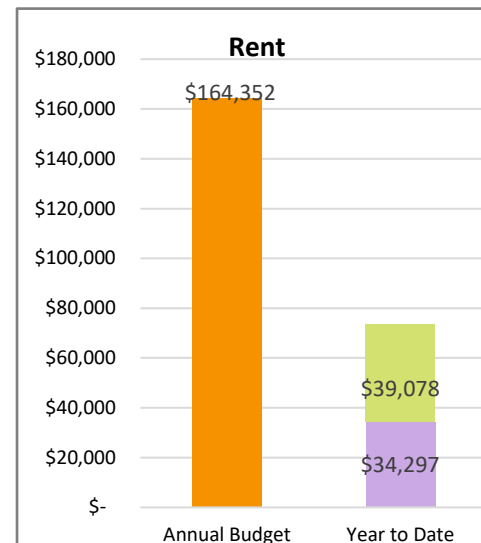
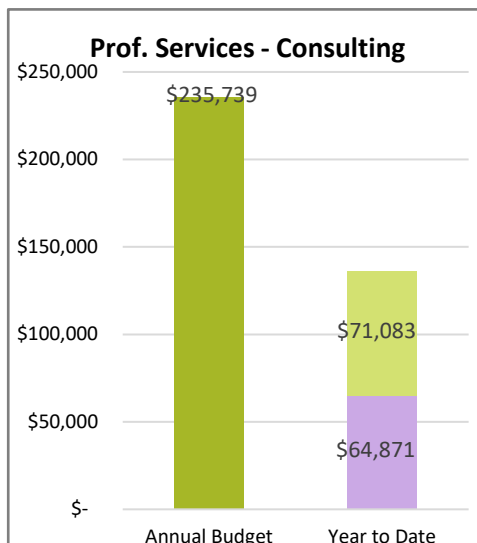
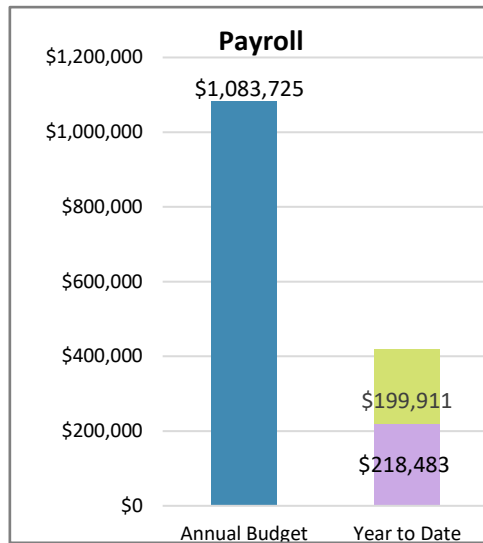
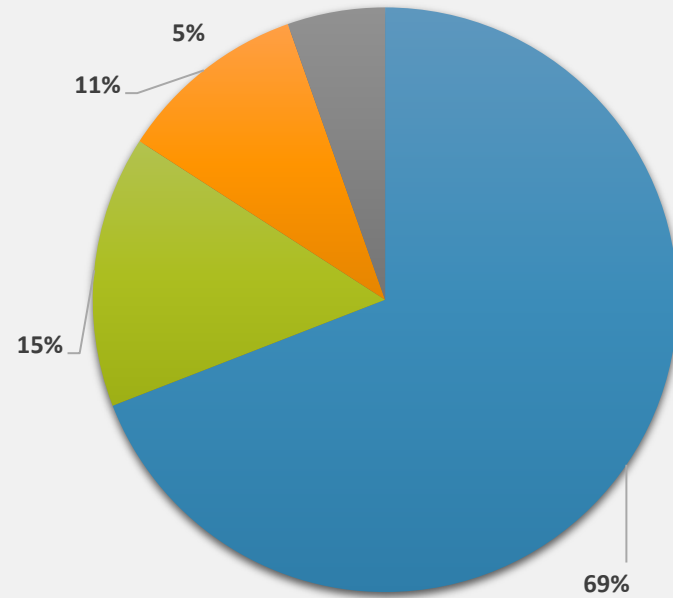
# Metropolitan Planning Organization - EXPENSES

## 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  
June 30, 2019

ASSETS	
Cash and Cash Equivalents	\$257,992
Investments	454,013
Receivables	175,355
Due From Other Funds	17,199
Capital Assets, net	39,803
Total Assets	<u>944,362</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued Liabilities	72,321
Deferred Revenue	165,227
Advances From Other Funds	25,808
Long-Term Liabilities	
Accumulated Leave	34,461
Total Liabilities	<u>297,816</u>

FUND BALANCE	
Unreserved	667,036
Current Year Revenue over (under)	
Expenditures	(20,490)
Total Fund Balance	<u>646,546</u>

Total Liabilities and Fund Balance	<u>944,362</u>
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METROPOLITAN PLANNING ORGANIZATION  
Revenues, Expenditures & Fund Balance  
For the Six Months Ending June 2019

	2nd Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
<b>REVENUE</b>						
FHWA-Federal Income-CPG	\$204,326	\$430,334	\$1,028,981	\$598,647	41.82%	
FHWA-Federal Income-STBG	7,368	20,283	88,841	68,558	22.83%	
FTA-Federal Income-Section 5304	3,437	3,437	32,800	29,363	10.48%	①
FTA-Federal Income-5310	6,091	10,706	27,000	16,294	39.65%	
NADCT Funding	19,818	21,371	15,000	(6,371)	142.47%	②
State Planning Funds	6,401	18,320	62,748	44,428	29.20%	
State-CDPHE	9,170	13,158	25,000	11,842	52.63%	
<b>Subtotal Grant Revenue</b>	<b>256,610</b>	<b>517,609</b>	<b>1,280,370</b>	<b>762,761</b>	<b>40.43%</b>	
Local Match-Member Entities	48,872	102,219	263,089	160,871	38.85%	
100% Local		428	1,491	1,064	28.68%	
<b>Subtotal Local - All Sources</b>	<b>48,872</b>	<b>102,646</b>	<b>264,581</b>	<b>161,934</b>	<b>38.80%</b>	
Other Funds		6,884		(6,884)	0.00%	③
City of Fort Collins Funds	44	44	23,518	23,474	0.19%	④
<b>Subtotal Revenue from Other Sources</b>	<b>44</b>	<b>6,928</b>	<b>23,518</b>	<b>16,590</b>	<b>29.46%</b>	
Miscellaneous Revenue	9	9		(9)	0.00%	⑤
Interest Earned	2,844	5,541		(5,541)	0.00%	⑤
<b>Subtotal Other Revenue Sources</b>	<b>2,852</b>	<b>5,550</b>		<b>(5,550)</b>	<b>0.00%</b>	
<b>Total Revenue- Combined Sources</b>	<b>308,378</b>	<b>632,733</b>	<b>1,568,468</b>	<b>935,735</b>	<b>40.34%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Administration	46,768	101,102	277,280	176,178	36.46%	
Transportation Planning	143,938	298,332	768,105	469,772	38.84%	
Mobility Management	9,203	18,959	38,340	19,381	49.45%	
<b>Subtotal Payroll Expense</b>	<b>199,909</b>	<b>418,394</b>	<b>1,083,725</b>	<b>665,331</b>	<b>38.61%</b>	
Professional Services & Consulting	71,083	135,954	235,739	99,786	57.67%	
<b>Subtotal professional Services &amp; Consulting</b>	<b>71,083</b>	<b>135,954</b>	<b>235,739</b>	<b>99,786</b>	<b>57.67%</b>	
Fleet Expense	157	157		(157)	0.00%	
Insurance Expense	615	1,229	4,507	3,278	27.27%	
Office Furniture/Equipment (non-cap)		4,534	9,319	4,785	48.65%	
Office Supplies	564	622	2,884	2,262	21.56%	
Communications (phone/data/fax)	3,782	7,270	11,462	4,192	63.43%	⑥
Postage	233	531	1,447	915	36.73%	
Rent	39,077	73,375	164,352	90,977	44.64%	
Other Office Operating (Facility, Repairs, Recycling, Office Equipment Lease)	959	1,871	3,684	1,813	50.79%	
Dues, licensing and Subscriptions	2,482	4,960	5,786	826	85.72%	⑦
Maintenance Contracts - Copier maintenance/usage	1,999	4,189	20,398	16,209	20.54%	
Software maintenance	465	16,994	18,630	1,635	91.22%	⑧
Outreach	2,180	2,659	2,591	(67)	102.60%	⑨
Other Operating Costs	202	421	10	(411)	4117.79%	⑩
Bad Debt	8	8		(8)	0.00%	⑪
Event/Meeting Expense	1,878	3,707	9,571	5,864	38.73%	
Indirect Costs	(22,185)	(42,616)	(58,145)	(15,529)	73.29%	⑫
Travel/Conference/Training Expense	6,970	18,965	32,259	13,294	58.79%	
Capitalized Equipment /Vehicles			11,250	11,250	0.00%	
Interest Expense						
Loan Payments			9,000	9,000	0.00%	
<b>Subtotal Other Expenses</b>	<b>39,385</b>	<b>98,876</b>	<b>249,004</b>	<b>150,128</b>	<b>39.71%</b>	
<b>Total Expenditures/Expenses</b>	<b>310,377</b>	<b>653,223</b>	<b>1,568,468</b>	<b>915,245</b>		
Excess(Deticiency of Revenue over Expenditures)	(1,999)	(20,490)		20,490		⑬

METROPOLITAN PLANNING ORGANIZATION  
Revenues, Expenditures & Fund Balance  
For the Six Months Ending June 2019

Explanation of Variances

- ① The Contract was signed in February. Consultant was selected in April, Project is schedule to be completed by year end.
- ② NADCT Funding budget did not include a new grant. The additional budget was approved at the July 2019 Council Meeting
- 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 and other income is not budgeted in the UPWP
- ⑥ New phone system was contracted during 1st quarter. Previous service not cancelled due to unforeseen delays.
- ⑦ Most dues cost occurs during the 1st and 2nd quarters.
- ⑧ The majority of the software maintenance occurs during the 1st quarter.
- ⑨ The majority of outreach occurs during the summer months. Supplies for all outreaches were purchased during the second quarter
- ⑩ Bank Analysis charges were not budgeted
- ⑪ Clean up CDOT account for multiple years for payment adjustments.
- ⑫ Indirect cost rate approved by CDOT is higher than anticipated
- ⑬ Approximately \$17,000 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

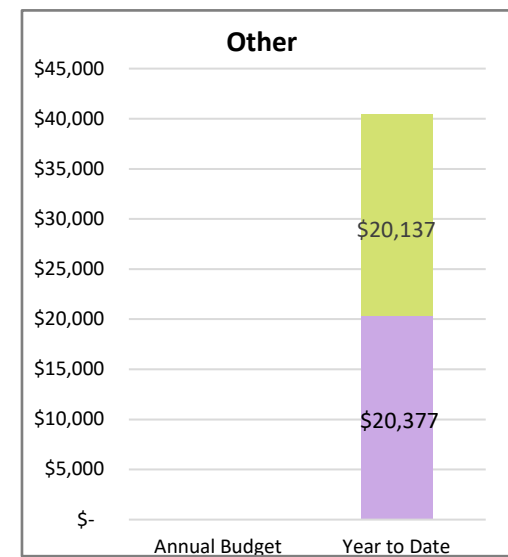
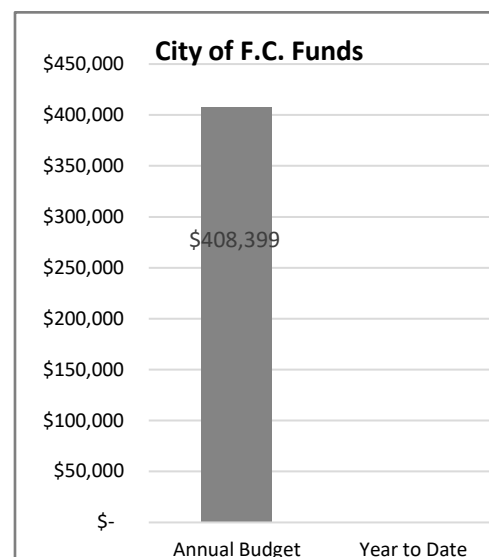
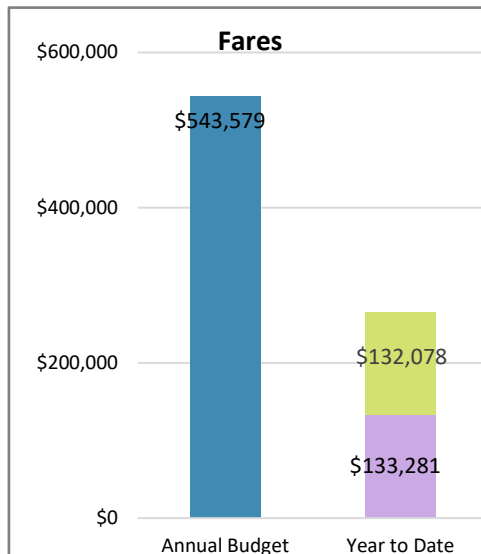
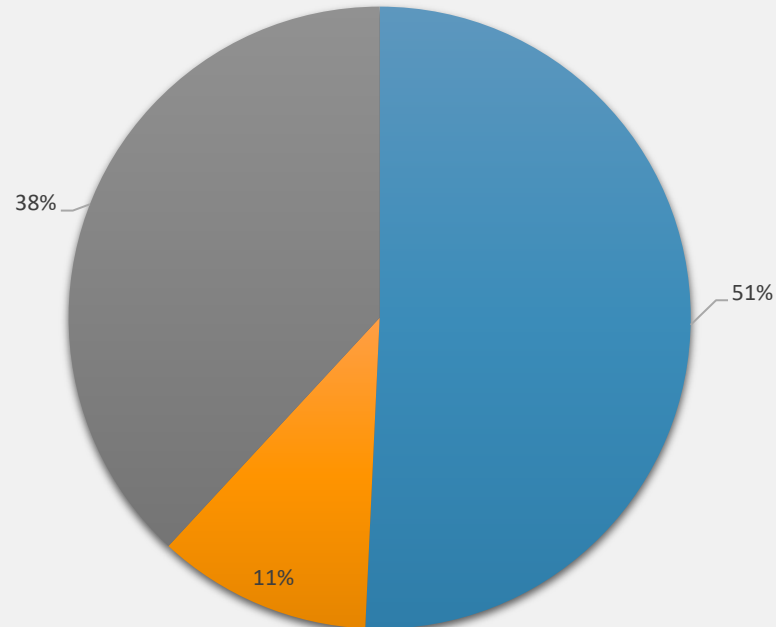
Q1 Q2 Q3 Q4

### Annual Budgeted Revenue

Fares

City of FC Funds

Other



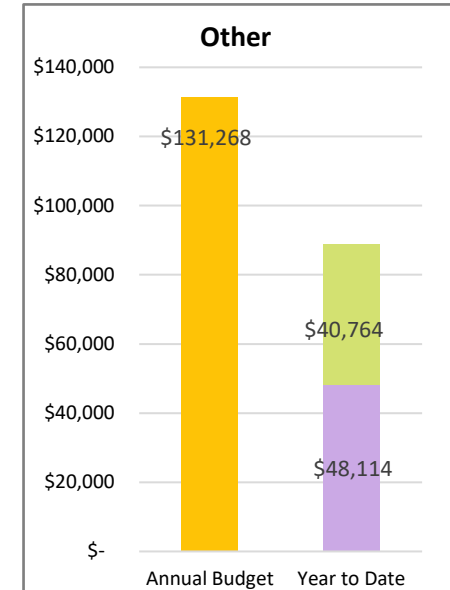
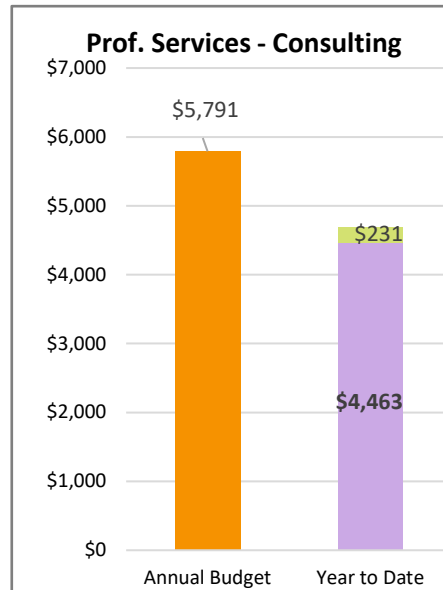
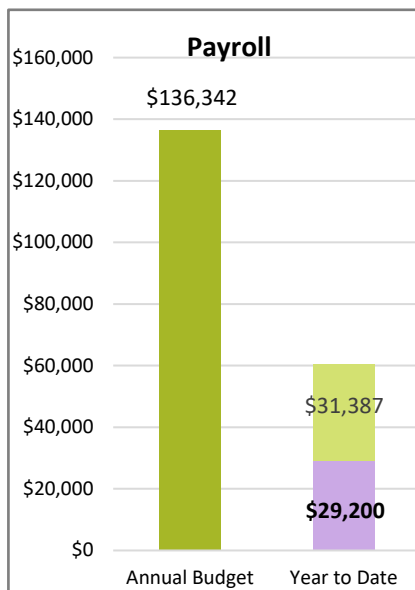
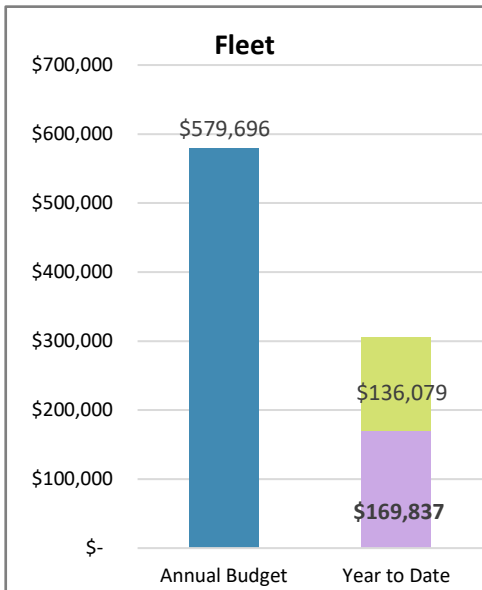
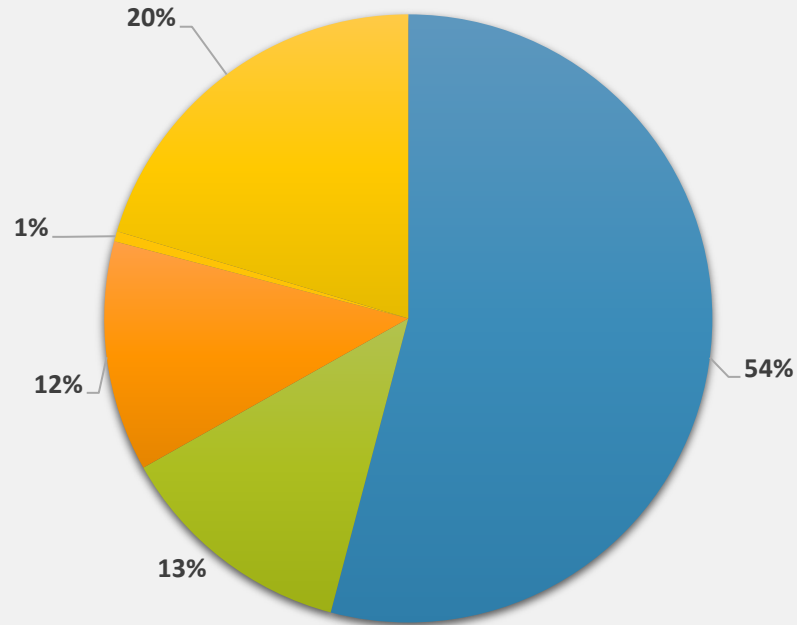
# VanGo™ - EXPENSES

## Annual Budgeted Expenses vs. Expenses - 2019

Q1 Q2 Q3 Q4

### Annual Budgeted Expenses

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



VanGo  
Statement of Net Assets  
June 30, 2019

ASSETS	
Cash and Cash Equivalents	\$113,773
Investments	3,214,985
Receivables	85,980
Advances to Other Funds	617
Loan Receivable	25,190
Capital Assets, net	628,207
Total Assets	<u>4,068,753</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued Liabilities	12,897
Deferred Revenue	645
Due to Other Funds	17,199
Accumulated 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>35,916</u>

FUND BALANCE	
Unreserved	4,237,335
Current Year Revenue over (under)	
Expenditures	(204,497)
Total Fund Balance	<u>4,032,838</u>

Total Liabilities and Fund Balance	<u>4,068,753</u>
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VanGo  
Revenue, Expenditures & Changes in Fund Balance  
For the Six Months Ending June 30, 2019

	Year To		Annual Budget	Year To Date	
	2nd Qtr Actual	Date Actual		Variance	% Complete
<b>REVENUE</b>					
Program Revenue - Fares	\$132,078	\$265,360	\$543,579	\$278,219	48.82%
Sale of Vehicles	98,666	135,074	119,369	(15,705)	113.16% (a)
City of Fort Collins Funds			408,399	408,399	0.00% (b)
<b>Subtotal VanGo Revenue-All Sources</b>	<b>230,744</b>	<b>400,434</b>	<b>1,071,347</b>	<b>670,913</b>	<b>37.38%</b>
Interest Earned	20,137	40,514		(40,514)	0.00% (c)
<b>Subtotal Other Revenue Sources</b>	<b>20,137</b>	<b>40,514</b>		<b>(40,514)</b>	<b>0.00%</b>
<b>Total Revenue- Combined Sources</b>	<b>250,881</b>	<b>440,948</b>	<b>1,071,347</b>	<b>630,399</b>	<b>41.16%</b>
<b>EXPENDITURES/EXPENSES</b>					
Fleet Expense					
Fleet Insurance	31,401	60,833	123,901	63,068	49.10%
Fleet Motor Fuel & Oil	27,909	44,394	137,902	93,508	32.19%
Fleet Repairs & Maintenance	24,174	90,265	200,087	109,821	45.11%
Fleet Repairs & Maintenance-Insurance Deductible		518	4,000	3,482	12.95%
Guaranteed Ride Home	42	179	1,549	1,370	11.56%
Fleet Other	1,552	2,672	7,107	4,435	37.60%
FTA Repayments	51,001	107,055	105,150	(1,905)	101.81% (d)
<b>Subtotal Fleet Expense</b>	<b>136,079</b>	<b>305,916</b>	<b>579,696</b>	<b>273,779</b>	<b>52.77%</b>
VanGo Payroll	31,387	60,586	136,342	75,756	44.44%
Professional Services and Consulting	231	4,694	5,791	1,097	81.06% (e)
Postage			37	37	0.00%
Credit Card Fees	4,038	6,181	15,395	9,214	40.15%
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)		55	83	28	66.27%
Dues, Licensing and Subscriptions		227	1,603	1,376	14.16%
Maintenance Contracts - Copier maintenance/usage	75	129	25,010	24,881	0.52%
Bad Debt	(337)	(295)	3,125	3,412	-9.18% (f)
Rideshare Promotion	14,803	38,900	20,134	(18,763)	193.18% (g)
Event/Meeting Expense		10	3,240	3,230	0.31% (h)
Indirect Costs	22,185	42,616	58,145	15,529	73.29% (i)
Travel/Conference/ Training		1,056	4,496	3,440	23.49%
Interest Expense					
Capitalized Equipment/Vehicles		185,370	218,250	32,880	84.93% (j)
<b>Subtotal Other Expenses</b>	<b>40,764</b>	<b>274,249</b>	<b>349,518</b>	<b>75,264</b>	<b>78.47%</b>
<b>Total Expenditures/Expenses</b>	<b>208,461</b>	<b>645,445</b>	<b>1,071,347</b>	<b>425,896</b>	<b>60.25%</b>
<b>Excess(Deficiency) of Revenue over Expenditures</b>	<b>42,420</b>	<b>(204,497)</b>	<b>0</b>	<b>204,503</b>	<b>(k)</b>

**Explanation of Variances**

- (a) Vans sold at a higher value then anticipated.
- (b) Fort Collins exchange fund amounts determined during the fall.
- (c) Interest is not budgeted in the UPWP Budget.
- (d) Since more was received from van sales then anticipated, FTA share for repayment was also higher
- (e) FTA Audit occurred during 1st quarter 2019
- (f) Recovery of prior year bad debt
- (g)The program is wrapping the entire fleet of vans for promotion purposes. A budget amendment will need to be made to add this expense
- (h) The safety meeting occurs in the 3rd quarter
- (i) Indirect cost rate approved by CDOT is higher than anticipated
- (j) Additional Van purchases budgeted for end of year
- (k) 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  
2nd 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	\$ 430,334
Highway Planning and Construction	20.205	18-HTD-SL-00054	20,283
Highway Planning and Construction	20.205	18-HTD-ZL-00139	<u>18,320</u>
Total Highway Planning and Construction Cluster			468,937
 <i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	18-HTR-ZL-00139	<u>10,706</u>
Total Transit Services Programs Cluster			10,706
 <i>Other Planning Cluster:</i>			
Metropolitan Planning	20.505		3,437
Total Other Planning Cluster			<u>3,437</u>
Total U.S. Department of Transportation			<u>483,080</u>
Total Federal Financial Assistance			<u>\$ 483,080</u>

<u>2nd Quarter Professional Services &amp; Consulting</u>	Year-to-Date			
	2019	2019		%
<b><u>Professional Services &amp; Consulting Administration</u></b>	Budget	Actual	Variance Under (over)	
<b><u>Information Technology Services</u></b>				
Greystone	\$ 33,000.00	\$ 15,679.85	\$ 17,320.15	47.51%
Njevity	\$ 773.00	\$ 277.50	\$ 495.50	35.90%
<b><u>Audit Services</u></b>				
Eidi Bailly	\$ 16,500.00	\$ 17,500.00	\$ (1,000.00)	106.06% (1)
<b><u>Legal Services</u></b>				
'Hoffmann, Parker, Wilson & Carberry PC	\$ 10,275.00	\$ 3,709.10	\$ 6,565.90	36.10%
<b><u>Human Services</u></b>				
Turning the Corner-HR Services	\$ 10,800.00	\$ 2,985.00	\$ 7,815.00	27.64% (2)
<b><u>Other Admin</u></b>				
<b>Total Administration</b>	<b>\$ 71,348.00</b>	<b>\$ 40,151.45</b>	<b>\$ 31,196.55</b>	<b>56.28%</b>
<b><u>Planning</u></b>				
Travel Demand/Land Use Model	\$ 56,500.00	\$ 56,447.09	\$ 52.91	99.91% (3)
Household Survey	\$ 50,000.00	\$ -	\$ -	0.00%
Larimer County Senior Transportation Implementation Plan-NADTC	\$ 15,000.00	\$ 29,050.00	\$ (14,050.00)	193.67% (4)
Larimer County Senior Transportation Implementation Plan-5304	\$ 33,500.00	\$ 4,810.98	\$ 28,689.02	14.36% (5)
UrbanSims	\$ 4,250.00	\$ 2,000.00	\$ 2,250.00	47.06%
<b>Total Planning</b>	<b>\$ 159,250.00</b>	<b>\$ 92,308.07</b>	<b>\$ 16,941.93</b>	<b>57.96%</b>
<b><u>Mobility</u></b>				
Translation Services	\$ 150.00	\$ 364.50	\$ (214.50)	243.00% (6)
Volunteer Drivers Program	\$ 4,991.00	\$ 3,129.63	\$ 1,861.37	62.71%
<b>Total Mobility</b>	<b>\$ 5,141.00</b>	<b>\$ 3,494.13</b>	<b>\$ 1,646.87</b>	<b>67.97%</b>
<b>MPO Year-to-Date Professional Services &amp; Consulting Total</b>	<b>\$ 235,739.00</b>	<b>\$ 135,953.65</b>	<b>\$ 49,785.35</b>	<b>57.67%</b>
<b><u>VanGo™ Program</u></b>				
Njevity	\$ 1,173.00	\$ 693.75	\$ 479.25	59.14%
Hoffmann, Parker, Wilson & Carberry PC	\$ 868.00	\$ -	\$ 868.00	0.00%
Eide Bailly	\$ 3,750.00	\$ 4,000.00	\$ (250.00)	106.67% (7)
<b>VanGo™ Year-to-Date Professional Services &amp; Consulting VanGo Total</b>	<b>\$ 5,791.00</b>	<b>\$ 4,693.75</b>	<b>\$ 1,097.25</b>	<b>81.05%</b>
<b>Year-to-Date Professional Services &amp; Consulting VanGo Total</b>	<b>\$ 241,530.00</b>	<b>\$ 140,647.40</b>	<b>\$ 50,882.60</b>	<b>58.23%</b>

**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) This project should be completed during 3rd quarter
- (4) Additional funding obtained in March. Budget amendment will occur in 3rd qtr.
- (5) Contract with CDOT signed in February. Consultant engaged in 2nd qtr. Project scheduled to be completed by December 2019
- (6) Translation services were underbudgeted
- (7) Cost for agreed upon procedures required by the National Transit Database was budget at \$3750 for the calander year. Cost came in at \$4,000.

North Front Range Transportation and Air Quality Planning Council  
Cash and Investment Institution Listing  
As of June 30, 2019

Institution	Account Number	Balance as of June 30, 2019		
		MPO	VanGo	Total
<b>Cash</b>				
1st National Bank	8629	\$ 257,081.11		\$ 257,081.11
1st National Bank	7343		\$ 113,772.83	\$ 113,772.83
Petty Cash		\$ 75.00		\$ 75.00
<b>Total Cash</b>		<b>\$ 257,156.11</b>	<b>\$ 113,772.83</b>	<b>\$ 370,928.94</b>
<b>Investments</b>				
COLOTRUST	8001	\$ 454,013.03	\$ 3,214,985.47	\$ 3,668,998.50
<b>Total Investments</b>		<b>\$ 454,013.03</b>	<b>\$ 3,214,985.47</b>	<b>\$ 3,668,998.50</b>
Total Savings and Investments		\$ 711,169.14	\$ 3,328,758.30	\$ 4,039,927.44

Operating Reserves		Capital Reserve	Other	Other	Total
MPO	VanGo	VanGo	MPO	VanGo **	
			\$ 257,081.11		\$ 257,081.11
				\$ 113,772.83	\$ 113,772.83
			\$ 75.00		\$ 75.00
<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 257,156.11</b>	<b>\$ 113,772.83</b>	<b>\$ 370,928.94</b>
\$ 454,013.03	\$ 363,729.50	\$ 427,660.46	\$ -	\$ 2,423,595.51	\$ 3,668,998.50
<b>\$ 454,013.03</b>	<b>\$ 363,729.50</b>	<b>\$ 427,660.46</b>	<b>\$ -</b>	<b>\$ 2,423,595.51</b>	<b>\$ 3,668,998.50</b>
\$ 454,013.03	\$ 363,729.50	\$ 427,660.46	\$ 257,156.11	\$ 2,537,368.34	\$ 4,039,927.44

\*\* 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
August 1, 2019 Milliken	<u>Freight Northern Colorado (FNC) Plan</u> **CONSENT**	Ryan Dusil
<b>Objective/Request Action</b>		
Planning Council adoption of <u>FNC</u> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• <u>FNC</u> is the first regionwide freight plan for the NFRMPO region.</li> <li>• The purpose of <u>FNC</u> is to provide a guide for the improvement of the overall freight system within the NFRMPO region. <u>FNC</u> serves as the freight component of the <u>2045 Regional Transportation Plan (RTP)</u>, providing a holistic view of freight and industry in the region and positions the region to pursue funds for freight-benefitting projects.</li> <li>• Creating a regional freight plan was a recommended action by the Federal Highway Administration (FHWA) in the NFRMPO quadrennial review in 2014.</li> <li>• The Draft FNC can be found at the following link: <a href="https://nfrmpo.org/wp-content/uploads/draft-for-adoption-2019-fnc.pdf">https://nfrmpo.org/wp-content/uploads/draft-for-adoption-2019-fnc.pdf</a></li> </ul>		
<b>Committee Discussion</b>		
This is the second time the Planning Council is discussing <u>FNC</u> .		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• It is anticipated the <u>Colorado Freight Plan (CFP)</u>, Colorado’s first comprehensive multimodal freight planning effort to integrate policies and strategies across freight modes, will be adopted by the Colorado Transportation Commission (TC) in 2019.</li> <li>• NFRMPO staff has incorporated TAC member and industry stakeholder feedback and region-specific data from development of the CFP, including: freight-industry stakeholder survey responses, truck crash “hot spot” analysis results, and truck bottleneck data.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• Identifying freight-related needs and constraints as well as potential solutions and action steps allows the NFRMPO and its member agencies to improve their planning processes and remain competitive for freight-related funding opportunities.</li> <li>• <u>FNC</u> allows the NFRMPO and its member agencies to reaffirm the regional importance of recommendations and implementation steps identified in other recent statewide planning efforts such as the <u>Colorado Freight Plan (2019)</u>, the <u>Colorado Truck Parking Assessment (2019)</u> the <u>Statewide Freight and Passenger Rail Plan (2018)</u> as well as local agency plans with freight-related components.</li> </ul>		
<b>Disadvantages</b>		
None noted.		
<b>Analysis/Recommendation</b>		
NFRMPO TAC and Staff request Planning Council approve <u>FNC</u> .		
<b>Attachments</b>		
Resolution 2019-19		



**RESOLUTION NO. 2019-19  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
ADOPTING THE 2019 FREIGHT NORTHERN COLORADO (FNC) PLAN**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized and required to carry out the continuing, cooperative, and comprehensive (“3C”) transportation planning process that results in plans and programs that consider all transportation modes and supports community development, economic development, and social goals; and

**WHEREAS**, 23 CFR 450.316 requires major freight distribution routes and the enhancement of the freight system be considered as part of the planning process for all metropolitan areas; and

**WHEREAS**, FNC is the first regional freight plan for the NFRMPO region; and

**WHEREAS**, FNC will constitute the freight element of the 2045 Regional Transportation Plan (RTP);

**NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council** adopts the FNC to guide future regional freight transportation planning efforts for improvement of the overall freight system within the NFRMPO region.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1<sup>st</sup> day of August, 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																				
August 1, 2019 Milliken	July 2019 TIP Amendment	Medora Bornhoft																				
<b>Objective/Request Action</b>																						
To approve the July 2019 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																				
<b>Key Points</b>																						
NFRMPO staff received five Amendment requests for the July 2019 TIP Amendment cycle.																						
The NFRMPO is requesting to delete one project:																						
<ul style="list-style-type: none"> <li>Deleting the <i>MPO Vehicle</i> project with \$14K Federal Consolidated Planning Grant (CPG) funding, \$0.5K Federal FTA \$5310 funding, \$1K Federal Surface Transportation Block Grant (STBG) funding, and \$9K local funding. The vehicle will be purchased with VanGo funding instead.</li> </ul>																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$16</td> <td>\$0</td> <td>(\$16)</td> <td><b>\$0</b></td> </tr> <tr> <td>Local</td> <td>\$9</td> <td>\$0</td> <td>(\$9)</td> <td><b>\$0</b></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$25</b></td> <td><b>\$0</b></td> <td><b>(\$25)</b></td> <td><b>\$0</b></td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$16	\$0	(\$16)	<b>\$0</b>	Local	\$9	\$0	(\$9)	<b>\$0</b>	<b>Total</b>	<b>\$25</b>	<b>\$0</b>	<b>(\$25)</b>	<b>\$0</b>
Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total																		
Federal	\$16	\$0	(\$16)	<b>\$0</b>																		
Local	\$9	\$0	(\$9)	<b>\$0</b>																		
<b>Total</b>	<b>\$25</b>	<b>\$0</b>	<b>(\$25)</b>	<b>\$0</b>																		
Transfort is requesting to revise one project and add two projects:																						
<ul style="list-style-type: none"> <li>Revising the <i>Transfort CNG and eBus Replacement</i> project by removing \$776K Federal Congestion Mitigation &amp; Air Quality Improvement (CMAQ) funds awarded for an eBus and \$314K local funds and revising the project name to <i>Transfort CNG Bus Replacement</i>.</li> </ul>																						
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Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total																		
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<b>Total</b>	<b>\$4,952</b>	<b>\$0</b>	<b>(\$1,100)</b>	<b>\$3,852</b>																		
<ul style="list-style-type: none"> <li>Adding the <i>eBus &amp; Charger Purchase</i> project with \$776K Federal CMAQ funds, \$1,138K State Settlement funds, and \$324K local funds in FY19 and FY20.</li> </ul>																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$776</td> <td>\$776</td> </tr> <tr> <td>State</td> <td>\$1,138</td> <td>\$1,138</td> </tr> <tr> <td>Local</td> <td>\$324</td> <td>\$324</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$2,238</b></td> <td><b>\$2,238</b></td> </tr> </tbody> </table>			Funding Source	Requested Additions	Request Total	Federal	\$776	\$776	State	\$1,138	\$1,138	Local	\$324	\$324	<b>Total</b>	<b>\$2,238</b>	<b>\$2,238</b>					
Funding Source	Requested Additions	Request Total																				
Federal	\$776	\$776																				
State	\$1,138	\$1,138																				
Local	\$324	\$324																				
<b>Total</b>	<b>\$2,238</b>	<b>\$2,238</b>																				
<ul style="list-style-type: none"> <li>Adding the <i>LPG FX Cutaway Replacement</i> project with \$197K State FASTER funding, \$116K State Settlement funding, and \$49K local funding in FY20.</li> </ul>																						
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$313</td> <td>\$313</td> </tr> <tr> <td>Local</td> <td>\$49</td> <td>\$49</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$362</b></td> <td><b>\$362</b></td> </tr> </tbody> </table>			Funding Source	Requested Additions	Request Total	State	\$313	\$313	Local	\$49	\$49	<b>Total</b>	<b>\$362</b>	<b>\$362</b>								
Funding Source	Requested Additions	Request Total																				
State	\$313	\$313																				
Local	\$49	\$49																				
<b>Total</b>	<b>\$362</b>	<b>\$362</b>																				

## Key Points, Continued

Greeley-Evans Transit (GET) is requesting to add one project:

- Adding the *GET Cutaway Vehicle Replacement and CNG Regional Bus Expansion* project with \$517K Federal FTA §5339a funds and \$129K local funds in FY20.

<b>Funding Source</b>	<b>Requested Additions</b>	<b>Request Total</b>
Federal	\$517	\$517
Local	\$129	\$129
<b>Total</b>	<b>\$646</b>	<b>\$646</b>

## Committee Discussion

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

## Supporting Information

The 30-day Public Comment period for the July 2019 TIP Amendment began on July 10, 2019 and concludes on August 8, 2019.

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

Following adoption, the July 2019 Amendment will be carried forward to the FY20-23 TIP once the TIP becomes effective by action from the State.

### Funding Types and Uses

Congestion Mitigation & Air Quality Improvement (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.

Consolidated Planning Grant (CPG) funds combine FTA metropolitan or statewide planning funds with FHWA Planning (PL) funds for highway and transit planning activities.

Surface Transportation Block Grant Program (STBG) provides flexible funding for projects to preserve and improve any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

FASTER Transit Local funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

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

FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

## Advantages

Approval of the July 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 July 2019 TIP Amendment to the FY2019-2022 TIP at their July 17, 2019 meeting.

### Attachments

- July 2019 Policy Amendment Form
- **Resolution No. 2019-20**

Rev. 11/28/2018



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

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

**Policy Amendment #2019-A7**

Prepared by: Medora Bornhoft

DATE: 7/10/2019

Submitted to: CDOT

*Dollars Listed in Thousands*

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
<b>Strategic</b>													
PREVIOUS ENTRY SST5274.010	2018-17	MPO Vehicle	NFRMPO	Capital	Federal	Consolidated Planning Grant	-	3.5	3.5	3.5	3.5	-	14.11
					Federal	FTA 5310	-	0.1	0.1	0.1	0.1	-	0.50
					Federal	Surface Transportation Block Grant	-	0.3	0.3	0.3	0.3	-	1.00
					Local	Local	-	2.3	2.3	2.3	2.3	-	9.39
					Total		-	6.2	6.2	6.2	6.2	-	25.00
Project Description: Sport Utility Vehicle for MPO planning activities													
Reason: Delete project from the TIP.													

<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>													
PREVIOUS ENTRY SST7007.005	2016-005	Transfort CNG and eBus Replacement	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	3,189	776	-	-	-	3,965
					Local	Local	-	663	161	-	-	-	824
					Local Overmatch	Local Overmatch	-	-	163	-	-	-	163
					Total		-	3,852	1,100	-	-	-	4,952
Project Description: Purchase of low floor compressed natural gas fueled heavy-duty vehicles or electric bus (eBus) and associated infrastructure to replace existing heavy-duty vehicles.													
REVISED ENTRY SST7007.005	2016-005	Transfort CNG Bus Replacement	Fort Collins	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	3,189	-	-	-	-	3,189
					Local	Local	-	663	-	-	-	-	663
					Local Overmatch	Local Overmatch	-	-	-	-	-	-	-
					Total		-	3,852	-	-	-	-	3,852
Project Description: Purchase of low floor compressed natural gas fueled heavy duty vehicles.													
Reason: Separating the Transfort CNG and eBus Replacement project (STIP ID SST7007.005) into two projects based on bus type (eBus and CNG). Updating the project name and scope to CNG buses only. The CNG project is retaining the CMAQ awards prior to Amendment #2018-A5.													

NEW ENTRY	2020-015	eBus & Charger Purchase	Transfort	Rolling Stock Purchase	Federal	CMAQ	-	-	776	-	-	-	776
					State	Settlement	-	-	-	1,138	-	-	1,138
					Local		-	-	161	-	-	-	161
					Local Overmatch		-	-	163	-	-	-	163
					Total		-	-	1,100	1,138	-	-	2,238
Project Description: Purchase of low floor heavy duty electric vehicles and associated charging infrastructure to replace existing heavy-duty diesel vehicles													
Reason: Separating the Transfort CNG and eBus Replacement project (STIP ID SST7007.005) into two projects based on bus type (eBus and CNG). The eBus project is retaining the CMAQ additional award from Amendment #2018-A5. Adding \$1,138K state settlement funding in FY20.													

<b>FTA 5339 - Bus and Bus Facilities Program</b>													
NEW ENTRY	2020-016	GET Cutaway Vehicle Replacement and CNG Regional Bus Expansion	Greeley-Evans		Federal	FTA 5339a	-	-	-	517	-	-	517
					Local	Local	-	-	-	129	-	-	129
					Total		-	-	-	646	-	-	646
Project Description: One (1) ADA Diesel BOC Replacement + One (1) 40' ADA CNG Regional Bus Expansion (Poudre Express)													
Reason: Adding new project with \$517K federal FTA 5339a funding and \$129K local funding in FY20.													

<b>FASTER Transit</b>													
NEW ENTRY	2020-017	LPG FX Cutaway Replacement	Transfort	Rolling Stock Purchase	State	FASTER	-	-	-	197	-	-	197
					State	Settlement	-	-	-	116	-	-	116
					Local	Local	-	-	-	49	-	-	49
					Total		-	-	-	362	-	-	362
Project Description: Purchase three (3) LPG fuel cutaway vehicles.													
Reason: Adding new project with \$197K state FASTER funding, \$116K state settlement funding, and \$49K local funding in FY20.													

**RESOLUTION NO. 2019-20**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE JULY 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

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

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

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

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

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

- Federal Consolidated Planning Grant (CPG), Surface Transportation Block Grant (STBG), FTA §5310, and Local Funds
  - Deleting the *MPO Vehicle* project with \$14K Federal CPG funding, \$0.5K Federal FTA §5310 funding, \$1K Federal STBG funding, and \$9K local funding.
- Federal Congestion Mitigation and Air Quality Improvement (CMAQ), State Settlement, and Local Funds
  - Revising the *Transfort CNG and eBus Replacement* project by removing \$776K Federal Congestion Mitigation & Air Quality Improvement (CMAQ) funds awarded for an eBus and \$314K local funds and revising the project name to *Transfort CNG Bus Replacement*.
  - Adding Transfort’s *eBus & Charger Purchase* project with \$776K Federal CMAQ funds, \$1,138K State Settlement funds, and \$324K local funds in FY19 and FY20.
- State FASTER and State Settlement Funds
  - Adding Transfort’s *LPG FX Cutaway Replacement* project with \$197K State FASTER funding, \$116K State Settlement funding, and \$49K local funding in FY20.
- FTA §5339a and Local Funds
  - Adding the *GET Cutaway Vehicle Replacement and CNG Regional Bus Expansion* project with \$517K Federal FTA §5339a funds and \$129K local funds in FY20.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1<sup>st</sup> day of August 2019.

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

ATTEST:

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

# MEMORANDUM

To: NFRMPO Council

From: Suzette Mallette, Executive Director

Date: August 1, 2019

Re: NFRMPO Executive Policies

## Background

The intent of these policies is to provide the necessary guidance for the Executive Director to effectively lead the organization toward the goals and priorities of the NFRMPO Council. These policies were also suggested, in part, at the Certification Review in June 2018 by Federal Highway Administration (FHWA).

The MPO Council first discussed the draft policies in February 2019 where some changes were suggested. The policies went to the MPO Council in March 2019 for adoption, but other changes were noted, namely signatory authority and immediate succession and approval was deferred to a later date. In the intervening months, the Human Resources Committee of the NFRMPO Council has worked on the development and refinement of Executive Policies, reviewing every item.

The modifications to the document include: Signatory authority granted to other MPO staff for internal approval processes (5.10) and the Executive Director and the MPO Chair are the signatories on contracts (5.11). Immediate succession is defined by an 'Acting' Executive Director for short-term, generally vacations or scheduled sick time (7.2) and 'Interim' is appointed by the MPO Council as they deem necessary for a longer term (7.3).

Additionally, Employers Council (EC), the MPO's human resource representative, and an EC attorney reviewed these policies as of July 19, 2109. Their recommendations were two items that are not substantive: do not make requirements more stringent than legally necessary and do not use absolutes like 'shall' but rather 'shall strive to'. These changes are reflected in the updated document. The HR Committee had not reviewed the policies as of the writing of this memo.

## Action

This is a discussion item to review modifications with the whole Council. It is anticipated this will be on Consent at the September Council meeting.

# NFRMPO Executive Polices

Adopted August 1, 2019



North Front Range  
**Metropolitan  
Planning  
Organization**

## Table of Contents

Executive Policies .....	3
1. GENERAL .....	3
2. TREATMENT OF STAFF, INTERNS, AND VOLUNTEERS .....	3
3. COMPENSATION, BENEFITS, EMPLOYMENT .....	3
4. FINANCIAL PLANNING AND BUDGET .....	4
5. FISCAL MANAGEMENT AND CONTROLS.....	4
6. PROTECTION OF ASSETS .....	5
7. IMMEDIATE SUCCESSION .....	6
8. COMMUNICATIONS WITH AND SUPPORT OF THE NFRMPO COUNCIL.....	6

## **Executive Policies**

Executive policies provide the necessary guidance for the Executive Director to effectively lead the organization toward the goals and priorities of the NFRMPO. Executive policies identify conditions that must exist to achieve organizational stability and efficiency. For the purposes of this document, the term “Council” refers to the full NFRMPO Council and their alternates acting as such.

### **1. GENERAL**

Within the scope of authority delegated to him/her by the NFRMPO Council, the Executive Director shall strive to ensure that any practice, activity, decision, or organizational circumstance are lawful and prudent and adhere to commonly accepted business and professional ethics. The Executive Director shall ensure that work conditions are compliant with applicable laws.

### **2. TREATMENT OF STAFF, INTERNS, AND VOLUNTEERS**

The success of the NFRMPO depends upon the partnership between the NFRMPO Council, agencies, jurisdictions, citizens, taxpayers, elected officials, and NFRMPO staff.

**The Executive Director shall ensure:**

- 2.1** Staff is competent, respectful, truthful, and effective in interactions with the Council, public, etc.
- 2.2** Confidential information is protected from unauthorized disclosure.

**Accordingly, pertaining to paid staff, interns and volunteers within the scope of his/her authority, the Executive Director shall strive to ensure:**

- 2.3** Written policies, guidelines and/or procedures, approved by legal counsel, which clarify performance and behavioral expectations for staff, provide for effective handling of grievances and protection against wrongful conditions, are in effect.
- 2.4** Staff, interns and volunteers are acquainted with what they can expect from NFRMPO and what NFRMPO expects of them upon entering and during their tenure with the NFRMPO.
- 2.5** Avenues are available for non-disruptive internal expressions of dissent, and protected activities are not subject to retaliation.
- 2.6** The NFRMPO Council is appropriately apprised of violations of Council policies and matters affecting the Council.

### **3. COMPENSATION, BENEFITS, EMPLOYMENT**

**With respect to employment, compensation, and benefits to**

**employees, consultants, contract workers, and volunteers, the Executive Director shall strive to ensure:**

**3.1** The fiscal integrity of the NFRMPO is maintained.

**Accordingly, the Executive Director shall ensure:**

**3.2** His/her own compensation is approved by the NFRMPO Council according to adopted procedures generally outlined in the Executive Director's contract and in conjunction with Human Resources.

**3.3** Compensation and benefits are consistent with wage data compiled in the NFRMPO's regular salary survey and approved in the annual budget and follow generally accepted practices and procedures.

**3.4** Appropriate employment law practices are followed.

#### **4. FINANCIAL PLANNING AND BUDGET**

**With respect to strategic planning for projects, services and activities with a fiscal impact, the Executive Director shall strive to ensure:**

**4.1** The programmatic and fiscal integrity of the NFRMPO is maintained.

**Accordingly, the Executive Director shall ensure:**

**4.2** Financial practices are consistent with all applicable requirements.

**4.3** Adequate information is available to enable: credible projections of revenues and expenses; separation of capital and operational items; cash flow projections; audit trails; identification of reserves, designations and undesignated fund balances; and disclosure of planning assumptions.

**4.4** During any fiscal year, plans for expenditures match plans for revenues.

**4.5** A minimum six (6) months of operating expenses are held on account, excluding amounts for in-kind and pass-through expense or as recommended by the independent auditor and approved in the NFRMPO Fiscal Management Control Policy.

#### **5. FISCAL MANAGEMENT AND CONTROLS**

**With respect to the actual, ongoing financial condition of NFRMPO, the Executive Director shall strive to ensure:**

**5.1** Funds for expenditures are available during each fiscal year.

**5.2** NFRMPO obligations are paid in a timely manner and within the ordinary course of business.

- 5.3 Prudent protection is given against actual or potential conflicts of interest in purchasing and other financial practices, consistent with the law and established in the NFRMPO's Fiscal Management Control Policy.
- 5.4 Funds are used for their intended purpose.
- 5.5 Competitive purchasing policies and procedures are in effect to ensure openness and accessibility to contract opportunities.
- 5.6 Purchases, contracts and obligations that may be authorized by the Executive Director do not exceed the financial authority approved by the NFRMPO Council per Resolution 2001-04.
- 5.7 Adequate internal controls over receipts and disbursements prevent the material dissipation of assets.
- 5.8 The NFRMPO's audit is independent and external monitoring or advice is readily accepted and available.
- 5.9 Negotiates and enters into agreements with local governments for the provision of services.
- 5.10 In the absence of the Executive Director, the Transportation Planning Director, signs on behalf of the Executive Director for internal control documents. If the Executive Director and the Transportation Planning Director are unavailable for a signature, the Finance Director provides authorizing signatures, unless there is a violation of internal controls.
- 5.11 In the absence of the Executive Director, contracts will be signed the Chair of the NFRMPO.
- 5.12 The Executive Director's timesheets are submitted to the Chair and Vice Chair electronically for approval as close to the submission date and time as possible.

## 6. PROTECTION OF ASSETS

**Within the scope of his/her authority in the Executive Director and given available resources, the Executive Director shall strive to ensure:**

- 6.1 Assets are protected and adequately maintained against unnecessary risk.
- 6.2 An insurance program exists to protect the NFRMPO in the event of a property and/or liability loss, including coverage insuring the Council, officers, employees, authorized volunteers, and the NFRMPO against liabilities related to the performance of their duties and the NFRMPO's activities in an amount equal to or greater than the average for comparable organizations and, for tort liabilities, in an amount equal to or greater than statutory limits on amounts the NFRMPO may be legally obligated to pay.
- 6.3 A policy exists to inform staff of the expectation of legally-compliant and ethical behavior on their part.
- 6.4 Facilities and/or equipment are used properly and maintained (except normal deterioration and financial conditions beyond the Executive Director's control).



- 6.5 Practices and policies are in place for the NFRMPO, Council and staff to minimize or prevent liability claims.
- 6.6 A policy exists to ensure protection from loss or significant damage of intellectual property (including intellectual property developed using NFRMPO resources), information, and files.
- 6.7 Adequate planning is done for short-term and long-term capital or facility needs.

## **7. IMMEDIATE SUCCESSION**

### **The Executive Director shall strive to ensure:**

- 7.1 To provide continuous Executive Director services, the Executive Director shall have at least one other member of the management team familiar with Council and NFRMPO issues and processes.
- 7.2 An Acting Executive Director will be assigned by the Executive Director for scheduled absences such as vacations or short-term unexpected absences such as an emergency. The Executive Director will make other staff assignments as necessary to ensure the ongoing operation of the organization.
- 7.3 An Interim Executive Director will be appointed by the NFRMPO Council when the Council deems it necessary.
- 7.4 If the Executive Director is unavailable to fulfill their responsibilities, a letter from the NFRMPO's Executive Committee will be sent to FTA, FHWA and CDOT outlining the situation and identifying the person(s) responsible for the Executive Director's duties.

## **8. COMMUNICATIONS WITH AND SUPPORT OF THE NFRMPO COUNCIL**

### **The Executive Director shall strive to ensure:**

- 8.1 The Council is informed and supported in its work; agendas and related materials for Council meetings are sent in advance so Council members may come prepared.
- 8.2 The Council is provided the decision-making information it requests, information on relevant trends, or other points of view, issues and options, for well-informed Council decisions.
- 8.3 The Council is aware of incidental information it requires, including anticipated adverse media coverage or material external and internal/organizational changes. Notification of planned, non-personnel-related internal changes is provided in advance when feasible.
- 8.4 In consultation with legal counsel, Council is appropriately apprised in a timely manner of pending or threatened litigation.
- 8.5 The Council is informed when the Council is not in compliance with its own policies, particularly in the case of the Council behavior that is detrimental to the work relationship between the Council and the Executive Director.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
August 1, 2019 Milliken	DRAFT <i>2045 Regional Transportation Plan (RTP)</i>	Becky Karasko
<b>Objective/Request Action</b>		
<p>TAC is requesting Planning Council review the final draft version of the <i>2045 Regional Transportation Plan (RTP)</i>. This document has been developed with input from the public and TAC members. This document will be going to the Planning Council for discussion at their August 1, 2019 meeting. At the August 21, 2019 it is anticipated TAC will make a recommendation for Planning Council approval at their September 5, 2019 meeting.</p>		<ul style="list-style-type: none"> <li><input type="checkbox"/> Report</li> <li><input type="checkbox"/> Work Session</li> <li><input checked="" type="checkbox"/> Discussion</li> <li><input type="checkbox"/> Action</li> </ul>
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• MPO staff developed the <i>2045 RTP</i>, scheduled for September 5, 2019 Planning Council adoption.</li> <li>• The <i>2045 RTP</i> includes a long-term transportation vision for the region.</li> <li>• TAC began their review of the <i>2045 RTP</i> chapters in February 2019 and completed them in July 2019.</li> <li>• TAC discussed the full <i>2045 RTP</i> at their July 17, 2019 meeting.</li> </ul>		
<b>Committee Discussion</b>		
<p>This is the first time Planning Council will discuss the final DRAFT <i>2045 RTP</i>. TAC discussed the full <i>2045 RTP</i> at their July 17, 2019 meeting.</p>		
<b>Supporting Information</b>		
<p>The RTP is a federally mandated plan for MPOs and includes a long-term transportation vision for the region. The <i>2045 RTP</i> summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally constrained corridor plan for the future.</p> <p>The full DRAFT <i>2045 RTP</i> can be accessed here: <a href="https://nfrmpo.org/wp-content/uploads/2045-rtp-draft-combined.pdf">https://nfrmpo.org/wp-content/uploads/2045-rtp-draft-combined.pdf</a></p>		
<b>Advantages</b>		
<p>A recommendation from TAC provides a starting point for Planning Council discussions on the <i>2045 RTP</i>.</p>		
<b>Disadvantages</b>		
<p>Not adopting the <i>2045 RTP</i> would cause the NFRMPO to miss FHWA's October 21, 2019 deadline for the Conformity Determination on the <i>FY2020-2023 TIP</i> and <i>2045 RTP</i>. If the October 21, 2019 deadline is missed, there will not be a TIP or RTP in effect for the NFRMPO. Not having an adopted <i>2045 RTP</i> would prevent FHWA and FTA from authorizing or obligating any projects using federal funds. This would prevent the NFRMPO from obligating funding.</p>		
<b>Analysis/Recommendation</b>		
<p>TAC requests Planning Council review the recommendations in the <i>2045 RTP</i> and provide feedback. At their August 21, 2019 meeting, TAC will modify the recommendation as necessary and will take action to recommend Council adopt the <i>2045 RTP</i> at their September 5, 2019 meeting.</p>		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• 2045 Executive Summary</li> <li>• 2045 RTP Presentation</li> </ul>		



# Executive Summary



## Purpose

The 2045 Regional Transportation Plan (RTP) provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region. The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), also known as the NFRMPO, is responsible for long range regional transportation planning. The NFRMPO has undertaken this 2045 RTP to extend the planning horizon for the region and to ensure FAST Act compliance.

The NFRMPO region has two air quality maintenance areas for carbon monoxide (CO): Fort Collins and Greeley. The entire NFRMPO region is also included in the nine county Denver-North Front Range 8-Hour Ozone Nonattainment area. Due to this air quality Nonattainment status, the NFRMPO is required to update its long-range transportation plan every four years.

## Process

This planning process was conducted under the direction of the 17-member Planning Council, made up of one elected official from each member community, as appointed by that community, as well as a representative from the Colorado Department of Public Health and Environment's (CDPHE) Air Pollution Control Division (APCD) and the State Transportation Commission. The Planning Council's purpose is to provide local governments with the opportunity to direct regional transportation planning efforts and allocate federal funding to regional transportation priorities. Additionally, the Technical Advisory Committee (TAC) consists of staff from each member community, the Colorado Department of

Transportation (CDOT), CDPHE-APCD, and the Regional Air Quality Council (RAQC) who work together to provide technical recommendations to the Planning Council. This *2045 RTP* was developed by NFRMPO staff, with technical input from TAC.

## Outcomes

As the region moves toward 2045, there will be significant population growth, with 83 percent more residents in 2045 than in 2015. Population and employment growth are occurring fastest in the North I-25 corridor resulting in 662 percent higher population in 2045 than in 2015. Other important demographic changes include:

- Employment will increase along the I-25 corridor by an estimated 27,000 jobs. The more developed and built out the community, the less population and employment growth is projected to occur.
- The anticipated population growth rate in the region (82.8 percent) outpaces the anticipated growth rate of jobs (66.5 percent). This imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65 and over will increase from 10 percent of the population in 2015, to 17 percent of the population by 2045. This demographic shift may mitigate growth in the number of residents traveling outside the region to employment.

It is critical to keep these demographic trends, the availability of future transportation funding, the need to maximize the current transportation system, and the future needs of the region's population in mind when planning for the future of the North Front Range's regional transportation system.



1

## Purpose





**Request to Planning Council:**

- **Discussion of the 2045 Regional Transportation Plan this month**
- **Action to adopt 2045 Regional Transportation Plan at the September 5, 2019 meeting**

2

2045 Regional Transportation Plan

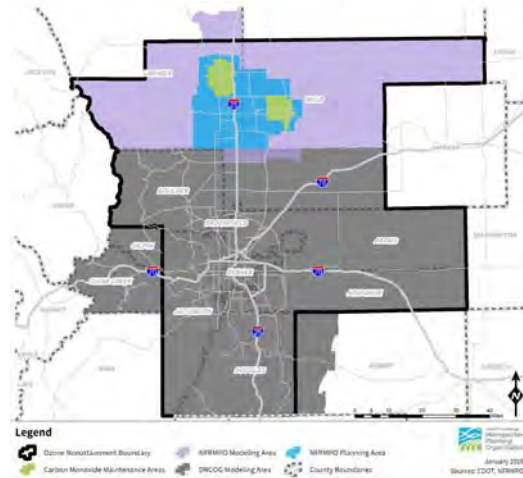
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## Overview



- The NFRMPO is responsible for long range regional transportation planning which allows federal transportation funds to be spent.
- The NFRMPO region has two air quality maintenance areas for carbon monoxide (CO): Fort Collins and Greeley
- The NFRMPO region is also included in the nine county Denver-North Front Range 8-hour Ozone Nonattainment Area



3

2045 Regional Transportation Plan

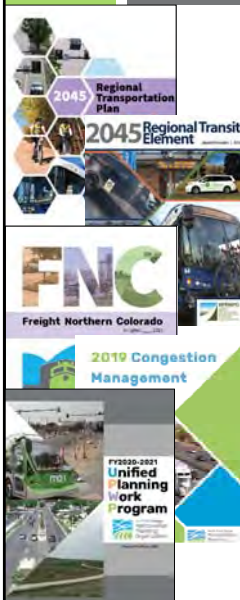
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## Introduction



The 2045 RTP includes a long-term transportation vision for the region and incorporates:

- Congestion Management Process (CMP)
- Regional Transit Element (RTE)
- Public Involvement Plan (PIP)
- Transportation Improvement Program (TIP)
- 2016 Non-Motorized Plan (NMP)
- Unified Planning Work Program (UPWP)
- 2017 Coordinated Public Transit/Human Services Transportation Plan
- Freight Northern Colorado (FNC) Plan
- Title VI Plan
- 2015 Base Year Regional Travel Demand Model






4

1. Introduction
2. Existing Conditions
  - 2.1 NFRMPO System
  - 2.2 Socio-Economic Profile
  - 2.3 Performance-Based Planning
  - 2.4 Environmental Profile
  - 2.5 Safety and Resiliency
3. Future Transportation System
  - 3.1 Technology
  - 3.2 Vision Plans
  - 3.3 Plan Scenarios
  - 3.4 Fiscally Constrained Plan
  - 3.5 Plan Projects
4. Public Outreach
5. Implementation



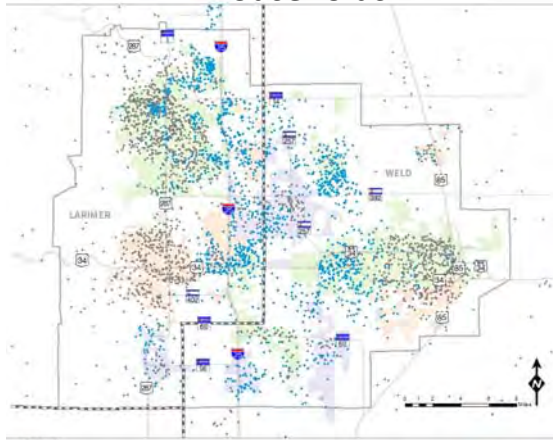
PERFORMANCE MEASURE	STATEWIDE TARGET	NFRMPO BENCHMARK (year)	NFRMPO REGION TARGET
<b>1 SAFETY</b>			
Number of Fatalities	410	32.8	
Fatality rate per 100 million vehicle miles traveled	1.2	0.833	
Number of serious injuries	3,350	202	Adopted State Targets
Serious injury rate per 100 million vehicle miles traveled	6.79	5.169	
Number of non-motorized fatalities and serious injuries	586	34.2	
<b>2 PAVEMENT CONDITION</b>			
Percent of pavement on Interstate System in good condition	47%	TBD	
Percent of pavement on Interstate System in poor condition	1%	TBD	Potentially adopting State Targets
Percent of pavement on non-Interstate NHS in good condition	51%	TBD	
Percent of pavement on non-Interstate NHS in poor condition	2%	TBD	
<b>3 BRIDGE CONDITION</b>			
Percentage of NHS bridges classified as in good condition	44%	50%	Potentially adopting State Targets
Percentage of NHS bridges classified as in poor condition	4%	7%	
<b>4 RELIABILITY (System Reliability and Freight Movement)</b>			
Percent of person-miles traveled on Interstate system that are reliable	81%	100%	
Percent of person-miles traveled on non-Interstate NHS that are reliable	64%	79%	Potentially adopting State Targets
Truck travel time reliability index	1.5	1.47	
<b>5 AIR QUALITY (CMAQ/ENVIRONMENTAL SUSTAINABILITY)</b>			
VOC Reduction	105 kg/day	3.58	
Carbon Monoxide (CO) Reduction	1,426 kg/day	56.9	Potentially adopting State Targets
Nitrogen Oxides (NOx) Reduction	105 kg/day	0.33	
<b>6 NFRMPO-SPECIFIC</b>			
Population and essential destinations within paratransit and demand response service area within the MPO boundary		63%	At least 75%
Non-motorized facility miles		3,352	Increase by 50%
Percent of non-single occupant vehicle commute trips		2.3%	At least 3.3%
Fixed-route revenues hours per capita within service areas		0.45	Increase by 10%
Daily VMT per capita		24	Daily VMT per capita $\geq$ 24
MPO-funded Projects delivered by Federal Completion Date		TBD	TBD
Travel Time Index on RSCs		TBD	90% of RSCs have a TTI $\leq$ 1.5
Percent NHS miles covered by ITS		TBD	TBD

TRANSIT PERFORMANCE MEASURE AND TYPE	Transfort ULB	Transfort Target	Statewide Tier II Plan ULB	Statewide Tier II Plan Target
<b>T-1 PERCENT REVENUE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK</b>				
 Bus	15		14	20%
Articulated Bus	17		14	-
Cutaway	12	25%	10	7% - 20%
Automobile	10		8	50%
Minivan	10		8	35%
Truck/SUV	10		8	-
<b>T-2 PERCENT SERVICE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK</b>				
 Automobile	10	25%	8 to 14	25%
Truck and other rubber tire vehicles				
<b>T-3 PERCENT PASSENGER AND MAINTENANCE FACILITIES RATED BELOW CONDITION 3</b>				
 Passenger Facility				
Passenger Parking		25%		15%
Maintenance				
Administrative				

## Land Use Forecast

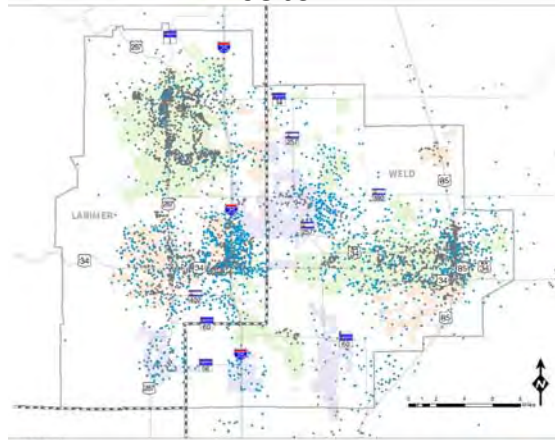


### Households



**Legend**  
 ● 100 Households in 2015  
 ● 100 Households added by 2045  
 — Highways  
 — Major Roads  
 NFRMPO Boundary  
 County Boundary  
 July 2018  
 Sources: COOT, NFRMPO  
 Metropolitan Planning Organization

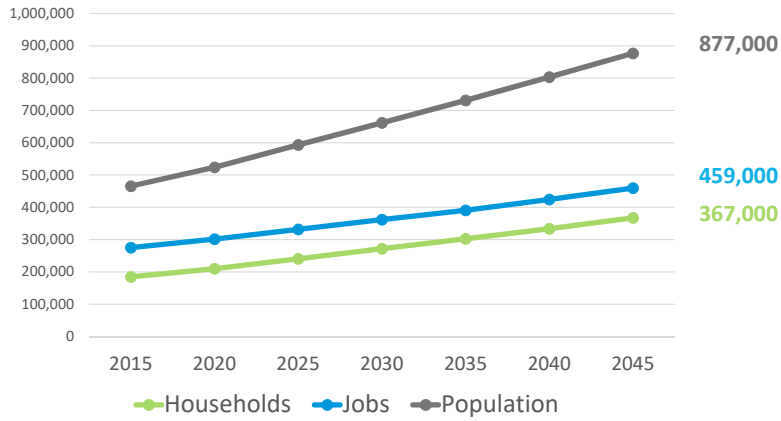
### Jobs



**Legend**  
 ● 100 Jobs in 2015  
 ● 100 Jobs added by 2045  
 — Highways  
 — Major Roads  
 NFRMPO Boundary  
 County Boundary  
 July 2018  
 Sources: COOT, NFRMPO  
 Metropolitan Planning Organization



# Land Use Forecast

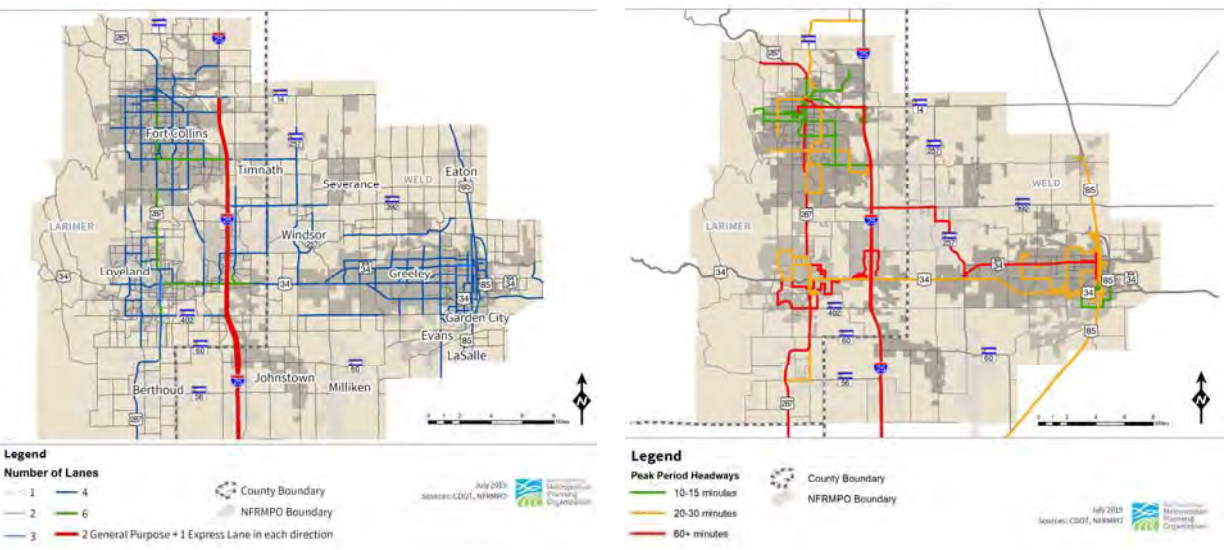


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2045 Regional Transportation Plan

9

# Travel Demand Analysis



10

2045 Regional Transportation Plan

10

## Plan Scenarios



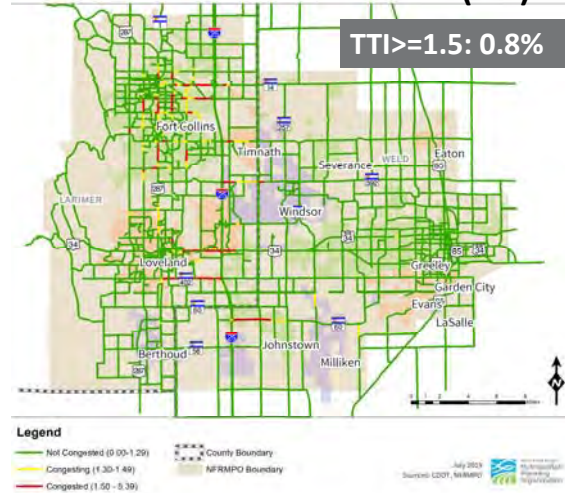
### Land Use Scenarios

- Baseline Forecast
- High Density Scenario

### Transportation Scenarios

- Baseline Forecast
- No Build Scenario
- Fiscally Constrained Transit Investment
- Fiscally Constrained I-25 Investment
- Unconstrained: All Identified Projects

### 2015 Travel Time Index (TTI)



2045 Regional Transportation Plan

11

11

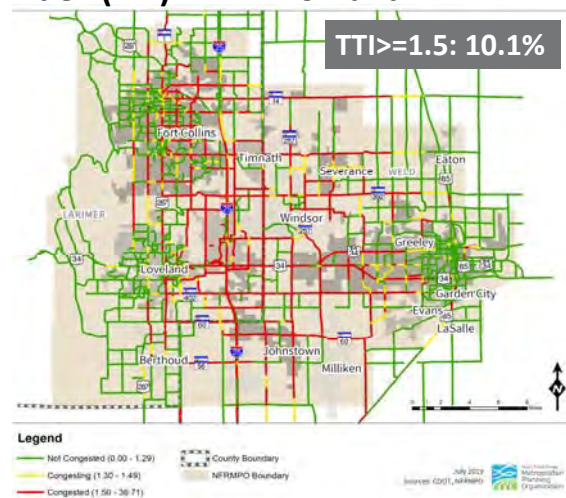
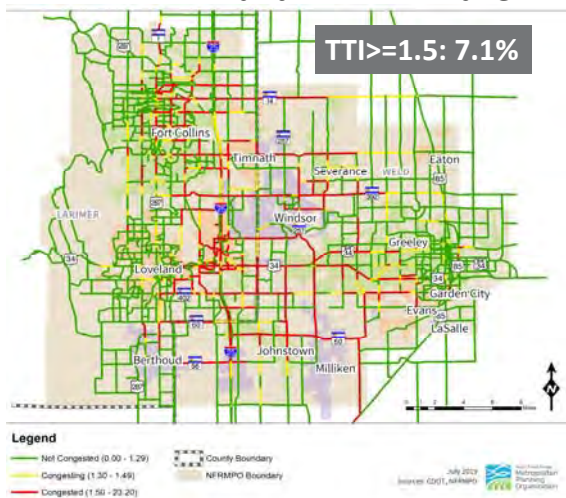
## Plan Scenarios



### Build

### Travel Time Index (TTI)

### No Build



2045 Regional Transportation Plan

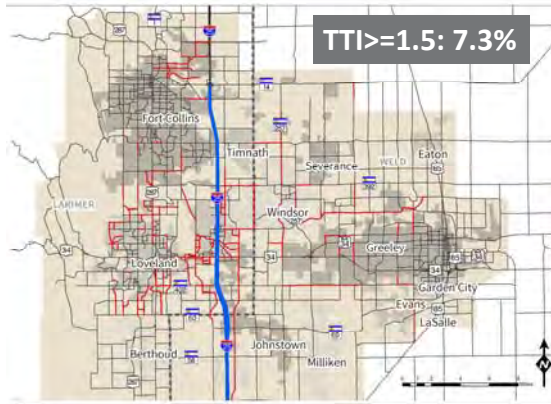
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## Plan Scenarios

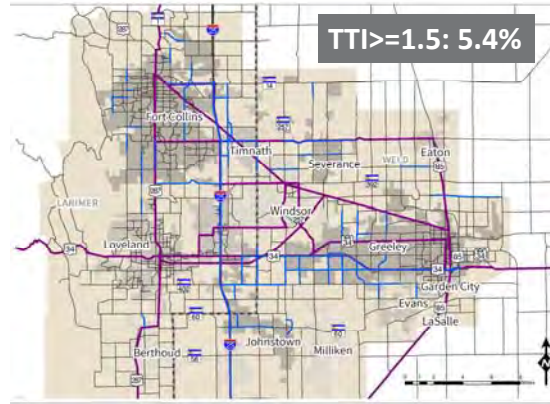


### I-25 Investment Scenario



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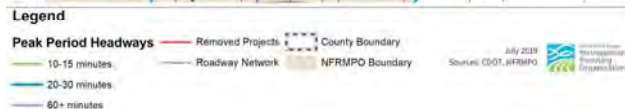
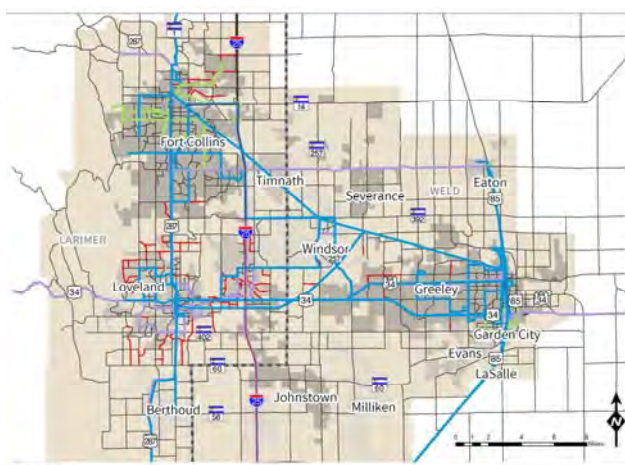
### Unconstrained Scenario



2045 Regional Transportation Plan

13

## Plan Scenarios



14

### Fiscally Constrained Transit Investment Scenarios

#### Baseline Land Use

- 11% increase in ridership

#### High Density Land Use

- 172% increase in ridership

2045 Regional Transportation Plan

14



# Vision Plans—Regionally Significant Corridors (RSCs)



**RSC #1-25**

**Vision Statement**  
The entire corridor is planned to be six-lanes, three-lanes in each direction, with managed, general purpose, and auxiliary lanes. Currently, the Colorado Department of Transportation (CDOT) provides transit service along the corridor connecting the region to the Denver Metropolitan area and beyond. The vision for RSC #1 is to increase mobility and to improve safety and system reliability as passenger and freight traffic volumes increase significantly. The communities along the RSC also envision transportation choices, connections to other areas, safety, system preservation, and intermodal connections. The RSC is and will remain the leading corridor for movement of commuters, tourists, freight, farm-to-market products, and hazardous materials. The Larimer County Events Complex, Boulder Valley Events Center, access to major tourist and commercial destinations, and the Fort Collins Port of Entry are major regional destinations located along this RSC. The surrounding area is characterized by rural and suburban settings, with a few pockets transitioning to urban land uses. This RSC is a Federal Highway Administration (FHWA) - recognized Major Freight Corridor (Camino Real) on the Priority Freight Corridor Network and part of the Western Association of State Highway and Transportation Officials' (WASHTO) Western Transportation Trade Network.

**Centerline Miles** | 27.1

**Jurisdictions**  
Unincorporated Larimer County, Fort Collins, Timnath, Windsor, Loveland, Johnstown, Unincorporated Weld County, and Berthoud

**Connected Corridors**

RSC	2, 8, 9, 10, 12, 13, 20, 25, 27
RWMC	2, 3, 4, 5, 6, 7, 11
RTIC	1, 6, 7, 8, 10, 12

**Related Plans**

- North I-25 Record of Decision 3, 2017
- North I-25 Record of Decision 8, 2017
- North I-25 Record of Decision 1, Revision 2, 2017
- North I-25 Record of Decision 3, 2018
- North I-25 Record of Decision 1, 2018
- North I-25 Environmental Impact Statement, 2011

**Demographic Trends**

Metric	2015	2048
Average Daily VMT		
Average Daily Truck VMT		
Population living within 1/2 mile		
Jobs located within 1/2 mile		



2045 Regional Transportation Plan

15

15

# Vision Plans—Regional Transit Corridors (RTCs)



**RTC #1- Weld County Road 74**

**Vision Statement**  
RTC #1 will be evaluated for the type of transit service needed based on anticipated growth in population, employment, and mobility options. Full fixed-route service may not be appropriate, but demand-response service might best serve the corridor. An anticipated mobility hub at the Harmony Transfer Center provides a strong anchor on the west side of the corridor, while suburban growth in Timnath, Windsor, Severance, and Eaton generate trips on the eastern side of the corridor.

**Jurisdictions**  
The Harmony Road/Weld County Road 74 corridor connects Fort Collins, Timnath, Windsor, Severance, unincorporated Weld County, and Eaton.

**Existing Service**  
South Transit Center to Harmony Transfer Center (Transit Route 16)

**Connected Corridors**

RSC	1, 4, 6, 11, 15, 18, 24, 28
RWMC	4, 6, 7, 8, 9
RTC	3, 6, 9, and 11

**Demographic Trends**

Existing	Population	Employment	EJ Populations	Transit Propensity Index
Transit Routes 6, 12, 16, 19, FLEX MAX, Bursting North Line				

**Related Plans or Efforts**  
2045 Regional Transit Element (2018) Weld County Road 74 Access Control Plan (future)



2045 Regional Transportation Plan

16

16

# Vision Plans—Regional Non-Motorized Corridors (RNMCs)



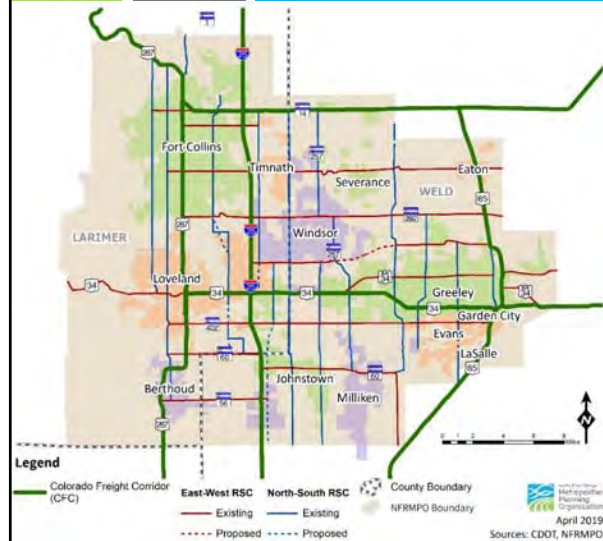
RNMC #1: South Platte / American Discovery Trail															
<b>Vision Statement</b>															
This RNMC takes users along South Platte River flowing through the southeast portion of the NFRMPO region. The RNMC represents not only a future connection between NFRMPO communities, but a key segment of a future statewide trail corridor (Colorado State Route 1242) and nationally-recognized corridor (American Discovery Trail). The RNMC is widely referenced by member governments as a shared-use trail along the South Platte River corridor ultimately connecting with the Poudre River Trail (RNMC #6) east of Greeley near the confluence of the two rivers. There is one existing segment in Evans connecting US25 to Riverside Park. The remaining segments are planned with several grant awards received to complete the RNMC.															
<b>Centerline Miles</b>   22															
<b>Jurisdictions</b>															
Milliken, Unincorporated Weld County, Evans, LaSalle, and Greeley															
<b>Connected Corridors</b>															
RSC	1, 3, 4, 10, 22														
ANMC	3, 4, 10, 11														
ATC	5, 11														
<b>Related Plans</b>															
<ul style="list-style-type: none"> <li>US 34 Planning and Environmental Linkages (PEL) Study, 2018</li> <li>NFRMPO Non-Motorized Plan, 2016</li> <li>Greeley Parks, Trails, and Open Lands Master Plan, 2016</li> <li>Wildcat Trail Conceptual Master Plan, 2013</li> <li>NFRMPO Regional Bicycle Plan, 2013</li> <li>Evans Open Space and Trails Master Plan, 2014</li> <li>Johnston Milliken Parks, Trails, Recreation, and Senior Plan, 2014</li> </ul>	<table border="1"> <thead> <tr> <th colspan="2">Trends</th> </tr> <tr> <th>Metric</th> <th>2015</th> <th>2045</th> </tr> </thead> <tbody> <tr> <td>Average Daily PMT</td> <td></td> <td></td> </tr> <tr> <td>Population living within 1/2 mile</td> <td></td> <td></td> </tr> <tr> <td>Jobs located within 1/2 mile</td> <td></td> <td></td> </tr> </tbody> </table>	Trends		Metric	2015	2045	Average Daily PMT			Population living within 1/2 mile			Jobs located within 1/2 mile		
Trends															
Metric	2015	2045													
Average Daily PMT															
Population living within 1/2 mile															
Jobs located within 1/2 mile															



17

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# Vision Plans—Freight and Aviation



18

2045 Regional Transportation Plan

18

Fiscally Constrained Expenditures by Category (Millions of YOE Dollars, 2020-2045)

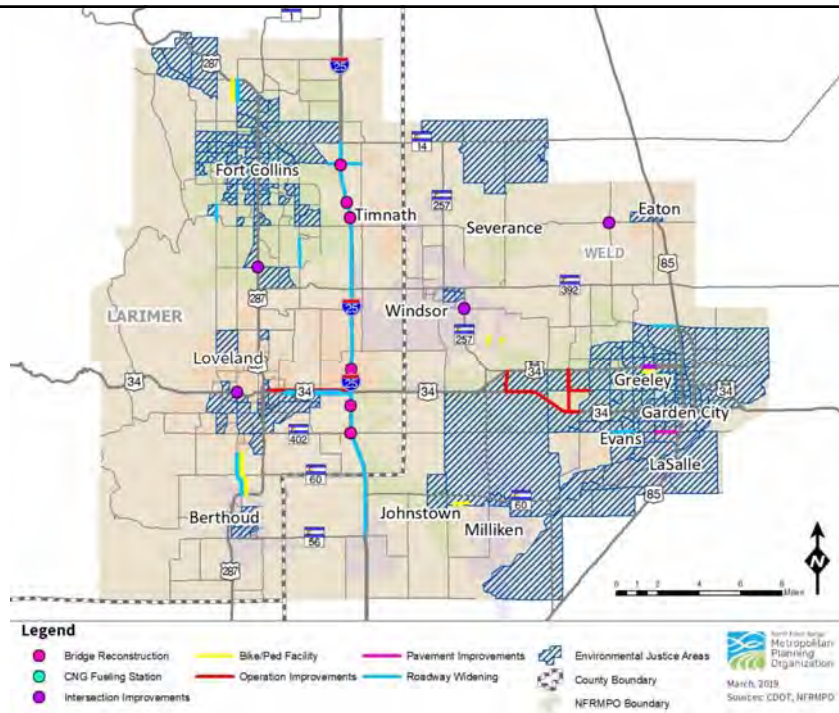
Identified Need Category	Cost	Revenue		Total Funded	Total Unfunded*
		Dedicated	Flexible		
Roadway Operations and Maintenance	\$5,070	\$1,339	\$3,731	\$5,070	\$0
Intersection Improvement Projects	\$531	\$99	\$432	\$531	\$0
Regional Non-Motorized Corridor (RNMC) Operations, Maintenance, and Expansion	\$273	\$122	\$151	\$273	\$0
Transit Operations, Maintenance, and Local System Expansion	\$1,339	\$950	\$390	\$1,339	\$0
Regional Transit Element (RTE) Corridors and Front Range Passenger Rail	\$2,043	\$0	\$14	\$14	\$2,029
Regionally Significant Corridor (RSC) Capacity Projects	\$3,638	\$0	\$1,392	\$1,392	\$2,247
Non-RSC Capacity Projects	\$678	\$0	\$477	\$477	\$200
<b>TOTAL</b>	<b>\$13,573</b>	<b>\$2,510</b>	<b>\$6,586</b>	<b>\$9,097</b>	<b>\$4,476</b>

\*Unfunded projects include the buildout RTE corridors, Front Range Passenger Rail, and RSC and non-RSC capacity projects not identified as fiscally constrained by project sponsors.

19

19

FY2020-2023 TIP Projects



20

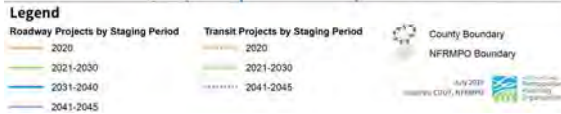
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## Plan Projects

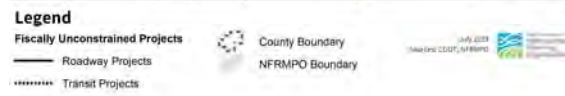


### Fiscally Constrained



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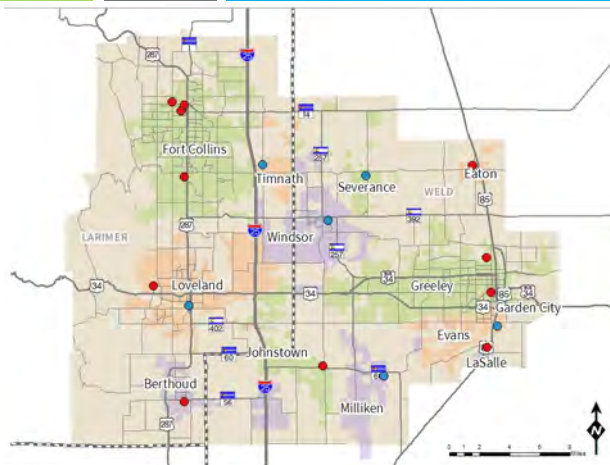
### Fiscally Unconstrained



2045 Regional Transportation Plan

21

## Public Outreach



22

### Public Outreach included:

- Attendance at public events, Mobility Committees, and Coalition meetings to gain feedback from the public.
- Surveys regarding regional transit needs.
- Community Remarks website.

2045 Regional Transportation Plan

22

## Next Steps



- TAC Recommendation for the 2045 RTP – August 21, 2019
- Planning Council Adoption of the 2045 RTP – September 5, 2019

23

2045 Regional Transportation Plan

23

## Questions?



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24

2045 Regional Transportation Plan

24



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
August 1, 2019 Milliken	FY2020-2023 Transportation Improvement Program (TIP) Readoption	Medora Bornhoft
<b>Objective/Request Action</b>		
To review and discuss the readoption of the FY2020-2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>The FY2020-2023 TIP must be readopted to be fiscally constrained under the <u>2045 Regional Transportation Plan (RTP)</u>.</li> <li>The NFRMPO Planning Council is scheduled to readopt a final version of the FY2020-2023 TIP, pending final public comment, at their September 5, 2019 meeting.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>The Planning Council adopted the FY2020-2023 TIP as fiscally constrained under the <u>2040 RTP</u> on June 6, 2019.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The FY2020-2023 is available at <a href="https://nfrmpo.org/wp-content/uploads/fy20-23tip-for-readoption.pdf">https://nfrmpo.org/wp-content/uploads/fy20-23tip-for-readoption.pdf</a>.</li> <li>The projects in the TIP are based on information as of March 13, 2019. TIP Amendments and Modifications completed between March 13, 2019 and the effective date of the FY2020-2023 TIP will be incorporated into TIP following the completion of the TIP approval process by the State.</li> <li>Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the TIP as the information becomes available.</li> <li>The public comment period for the Draft FY 2020-2023 TIP opens on August 1, 2019 and closes on August 31, 2019.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>Approval of the TIP will ensure the timely merger of projects into the CDOT STIP.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>None.</li> </ul>		
<b>Analysis/Recommendation</b>		
Staff requests Planning Council review and discuss the FY2020-2023 TIP Narrative and Tables.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>None.</li> </ul>		




# Call for Projects Process Work Session

NFRMPO Planning Council




August 1, 2019

1



## Discussion



- 1) What does Planning Council like about the previous Calls for Projects?
- 2) What does Planning Council want to change?
- 3) Is there anything about the scoring process that should change?
- 4) What project types should upcoming calls focus on, if any?

2

Call for Projects Process

2

## Call for Projects Overview



- **Overview for each of the funding programs:**
  - **Congestion Mitigation and Air Quality (CMAQ)**
  - **Surface Transportation Block Grant (STBG)**
  - **Transportation Alternatives (TA)**

3

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3

## CMAQ



- **CMAQ funding is used to improve congestion and air quality issues.**
- **In the North Front Range region, CMAQ has been used to fund intersection improvements, transit projects, Compressed Natural Gas (CNG) fueling stations, and vehicles replacements and purchases\*.**
- **Projects are scored based on their anticipated emissions reductions. The higher the emissions reductions, the higher the project should score.**
- **The NFRMPO scores CMAQ projects based on first-year reductions, out-year reductions, and cost-effectiveness.**

4 ***\*Only those vehicles NOT requiring a Buy America Waiver***

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4

## CMAQ Example: City of Fort Collins/Transfort



**Project Description:** Purchase of five (5) battery electric buses (BEBs), associated chargers, diagnostic tools, and spare parts. Buses will replace CNG transit buses.



**Regionally Significant Corridor(s):** US287, SH14

**Total Project Cost:** \$5,274,300

**Federal Funding Request:** \$4,366,593

**Funding Recommendation:** \$4,366,593



5

[Call for Projects Process](#)

5

## STBG



- **STBG, formerly STP-Metro, provides transportation funding to highway, bridge, transit, and bicycle and pedestrian infrastructure.**
- **STBG is the most flexible federal funding source.**
- **In the North Front Range region, STBG has funded intersection improvements, roadway widenings, resurfacing, and bridge reconstruction.**
- **STBG projects are scored based on: congestion mitigation; partnerships and functional classification; safety enhancements; multi-modal enhancements; environmental effects; and local support committed.**

6

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6

## STBG Example: Town of Windsor



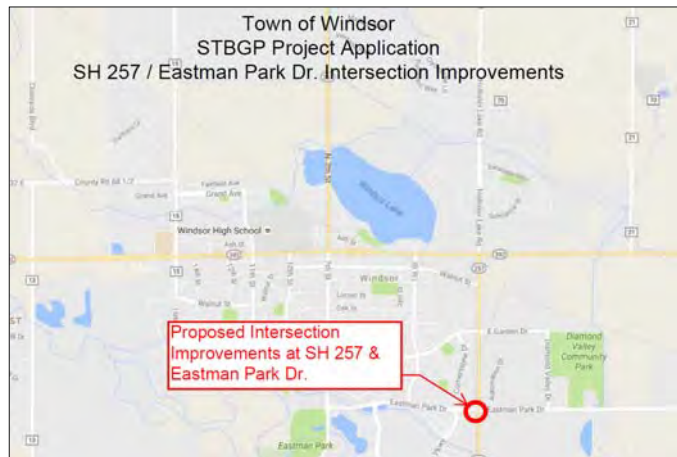
**Project Description:** The proposed project replaces existing signal islands on the southeast and northeast quadrants farther east to allow for truck turning movements.

**Regionally Significant Corridor(s):**  
SH 257

### Funding:

- Request: \$1,000,000
- Recommendation by TAC: \$1,000,000

7



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7

## TA



- **TA, formerly Transportation Alternatives Program (TAP) and Transportation Enhancements (TE), is a set-aside within STBG.**
- **TA projects are considered on- and off-road pedestrian and bicycle facilities, infrastructure projects for enhanced mobility, historic preservation, recreational trails, safe routes to schools, and construction of boulevards.**
- **Over the last three Calls, TA projects in the North Front Range region have been considered in collaboration with the NoCo Bike & Ped Collaborative, which provides recommendations on which projects should be funded.**

8

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8

## TA Example: Larimer County



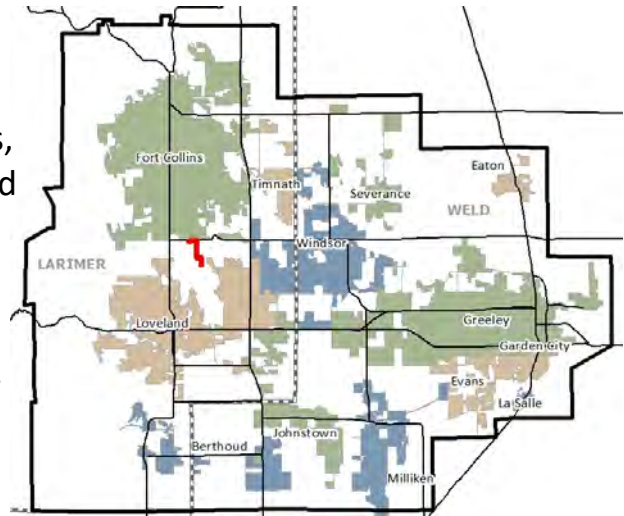
**Project Description:** 2.24 mile concrete shared use path, with a County Road 30 intersection improvement, two neighborhood intersection improvements, and connection to existing Carpenter Road trail underpass.

**Regionally Significant Corridor(s):**

- SH 392 (Carpenter Road)
- Front Range Trail (West) Bike Corridor

**Funding:**

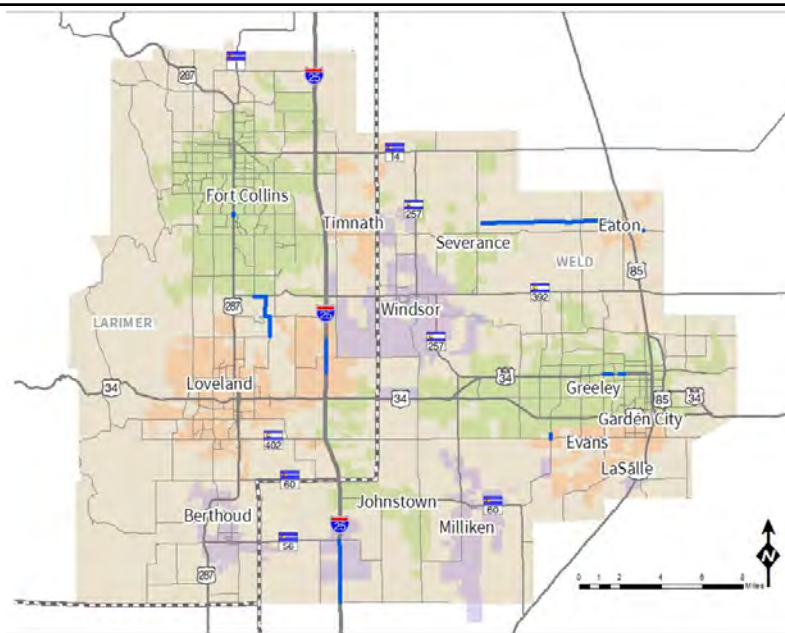
- Request: \$450,000
- Recommendation by TAC: \$450,000



Call for Projects Process

9

### 2014 Funded Applications



**Legend**  
— 2014 Call for Projects    County Boundary    NFRMPO Boundary

July 2019  
 Sources: CDOT, NFRMPO   

10

10



2014 Applications Summary

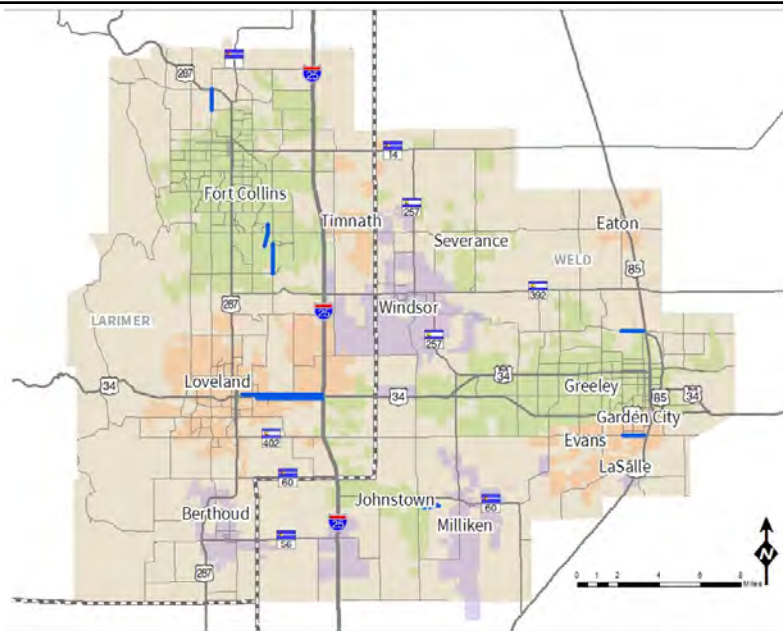
Funding Program	Total Funding Available	Applications Received	Total Funding Requested	Projects Recommended for Funding
CMAQ	\$13.7M	10	\$21.8M	9*
STP-Metro	\$13.1M	10	\$10.4M	9
TAP	\$1.0M	2	\$1.0M	2
<b>Total</b>	<b>\$19.6M</b>	<b>17</b>	<b>\$33.2M</b>	<b>15</b>

\*LaSalle Project was funded through the Weld County CNG Vehicle Replacement/Expansion project

11

11

2016 Funded Applications



Legend  
 — 2016 Call for Projects    - - - County Boundary    \_\_\_\_\_ NFRMPO Boundary  
 July 2019 Sources: CDOT, NFRMPO    Larimer Weld Metropolitan Planning Organization

12

12

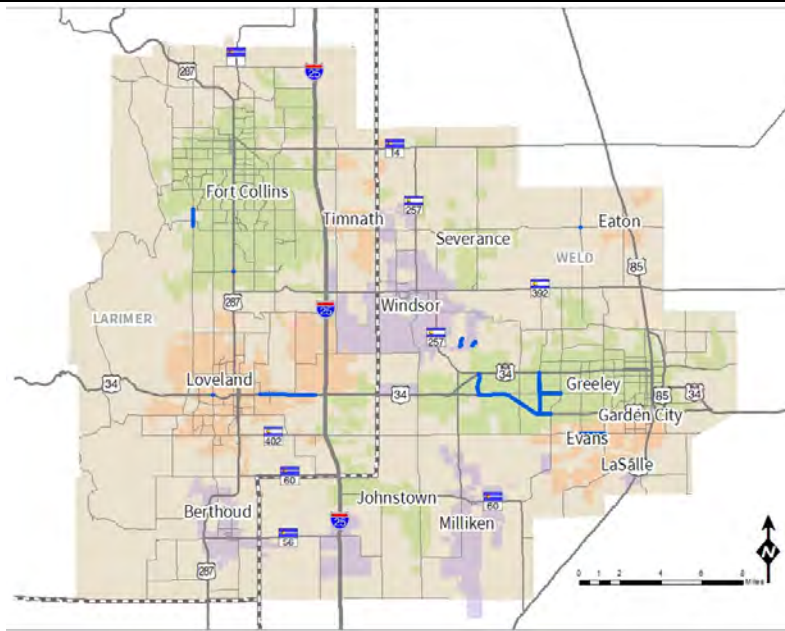
2016 Applications Summary

Funding Program	Total Funding Available	Applications Received	Total Funding Requested	Projects Recommended for Funding
CMAQ	\$8.3M	10	\$13.9M	8
STBG	\$7.1M	6	\$8.4M	6
TA	\$0.5M	1	\$113k	1
<b>Total</b>	<b>\$16.0M</b>	<b>17</b>	<b>\$22.4M</b>	<b>15</b>

13

13

2018 Funded Applications



**Legend**  
— 2018 Call for Projects    County Boundary    NFRMPO Boundary

July 2019    Sources: CDOT, NFRMPO    Larimer-Weld Metropolitan Planning Organization

14

14



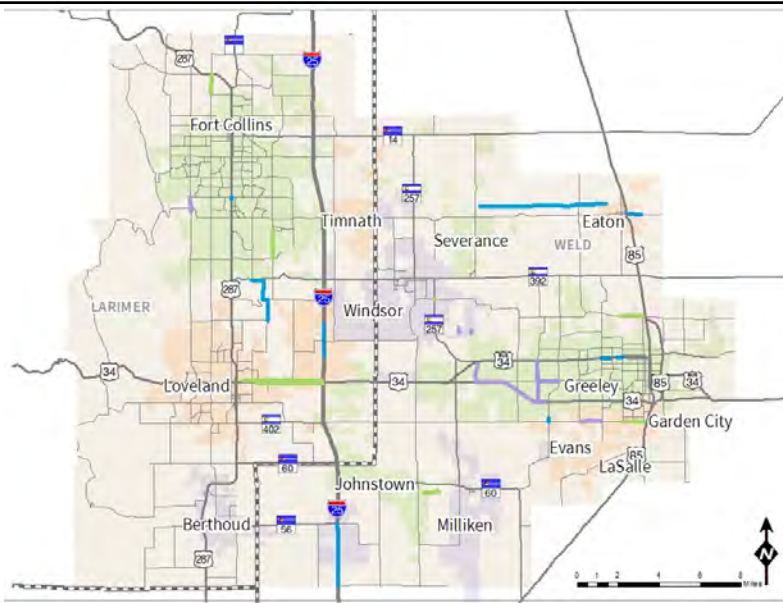
2018 Applications Summary

Funding Program	Total Funding Available	Applications Received	Total Funding Requested	Projects Recommended for Funding
CMAQ	\$10.7M	11	\$19.0M	5
STBG	\$7.9M	6	\$10.4M	4
TA	\$0.5M	1	\$0.5M	1
<b>Total</b>	<b>\$19.2M</b>	<b>18</b>	<b>\$30.0M</b>	<b>11</b>

15

15

2014-2018 Funded Applications

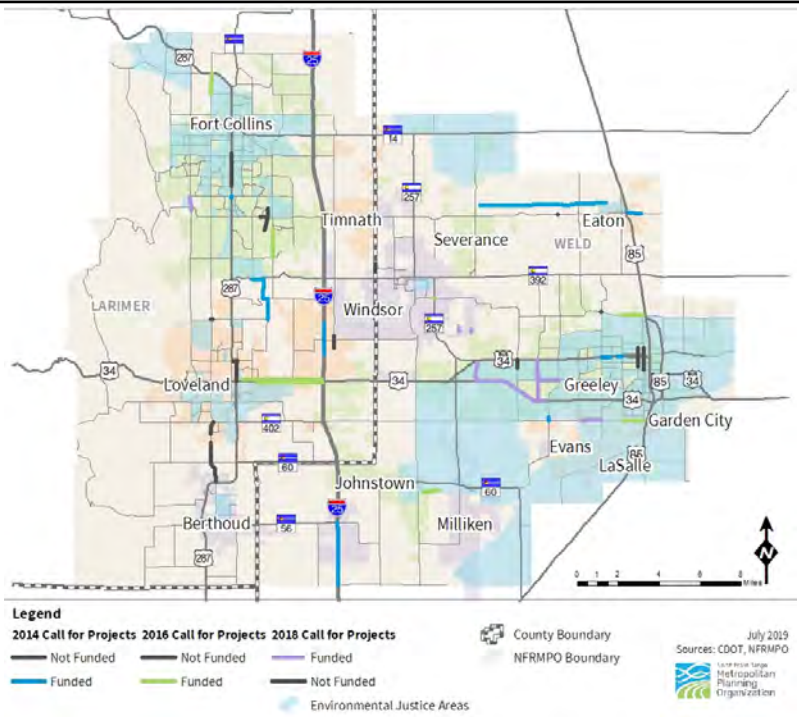


**Legend**  
— 2014 Call for Projects  
— 2016 Call for Projects  
— 2018 Call for Projects  
 County Boundary  
 NFRMPO Boundary

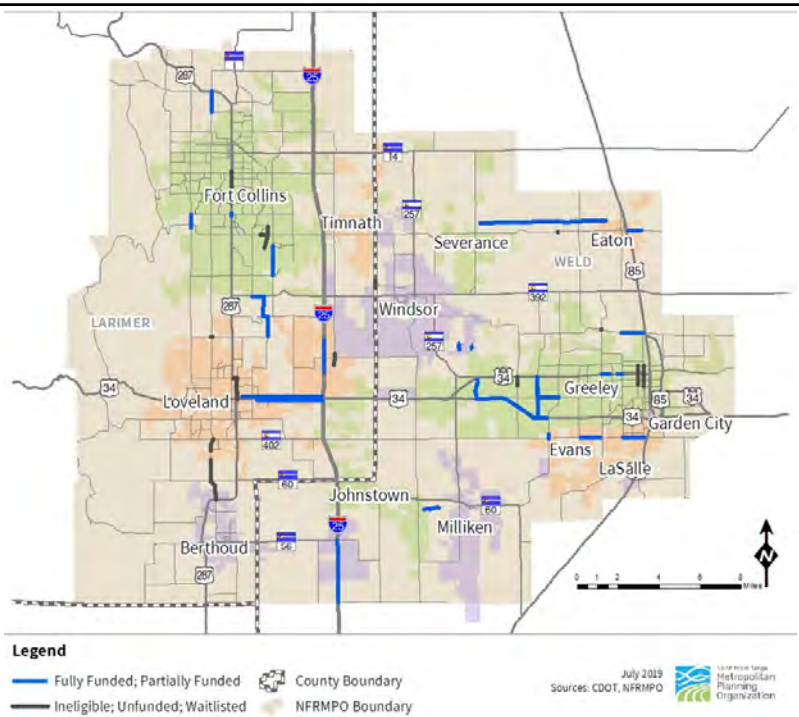
July 2019  
 Sources: CDOT, NFRMPO  
 Larimer-Weld Metropolitan Planning Organization

16

16



17



18

## Scoring Committee Members



### Voting Members

- Evans
- Fort Collins
- Loveland
- Greeley
- Weld County

### Non-Voting Members

- CDOT
- FHWA
- NFRMPO Staff
- NoCo
- RAQC

19

Call for Projects Process

19

## Discussion



- 1) What does Planning Council like about the previous Calls for Projects?
- 2) What does Planning Council want to change?
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20

Call for Projects Process

20

Questions?



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21

Call for Projects Process

## **STAC Summary –June 21, 2019**

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
  - a) May STAC Minutes approved with addition of Heather Sloop to the list of attendees.
  - b) Introduction of Commissioner Thiebaut as the new TC Chair:
    - i) Explained his selection yesterday as new TC Chair for upcoming year and his agenda as TC Chair. Intends to focus on umbrella topics of safety, infrastructure, mobility, and funding and finance.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
  - a) Transportation Commission:
    - i) The 4 commissioners leaving at the end of session have asked that STAC help the new incoming TC members come up to speed on the issues and process.
    - ii) STAC members should review the notes and budget in last month's Transportation Commission report. The budget is changing in terms of what is being carried forward, things that are part of the overall budget, and items that are not part of budget but can impact the budget will now be included in the report.
    - iii) This month's Transportation Commission meeting took the form of a road trip to the northeast part of the state.
    - iv) A resolution approving the committee's recommended distribution approach for the SB-1 Multimodal Options Fund was approved.
  - b) STAC Discussion: STAC members asked if the TC vacancy for Region 3 has been filled. Vince said that it hasn't yet been filled, so there will be a total of 5 vacancies to fill.
- 3) **TPR Reports** – TPR Representatives
- 4) **Federal and State Legislative Report** – Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)
  - a) Federal: *No report.*
  - b) State: Several committees will be working on the following policy questions:
    - i) SB19-239 on emerging technologies and business models: This measure sets up a task force of various stakeholders to examine TNCs and how to quantify their impact and how to incentivize better behavior (increased occupancy, electrification, reduced congestion) through different fee structures. This task force will deliver a report to the Legislature by January of 2020 based on their findings and conclusions.
    - ii) SB 19-076: Prompted by SB19-076 the Efficiency and Accountability committee will be studying CDOT's use of consultants and how to address increasing costs and the impact of going to fixed bids. Will report to Legislature in January of 2020 based on their findings and conclusions.
    - iii) The other 2 committees have to do with the I-70 corridor:
      - (1) 1<sup>st</sup> will look at the bill to require chains on passenger vehicles and what the best approach to enforcement would be.
      - (2) The 2<sup>nd</sup> will examine the potential for Hazmat vehicles to pass through the EJMT vs. the current system of bypassing the tunnel over Loveland Pass.
    - iv) 2020 Session legislative proposals may include bills related to Front Range Passenger Rail or extending the authority of the Front Range Passenger Rail Commission up to Cheyenne, looking for a sustainable source of funding to replace Law Enforcement Assistance Funds (LEAF), recommendations from the groups above, OHV issues in southwest Colorado, and transitioning from gas tax to sales tax.

- c) STAC Discussion: Andy clarified that the task force working on TNC issues is a one-time effort and will disband after they offer the recommendations to the Legislature. Bentley Henderson offered to contact stakeholders in Summit County to contribute to the Hazmat discussion.
- 5) **STAC Schedule for Calendar Year 2020**– Vince Rogalski (STAC Chair)
- a) The proposed calendar is in the packet for your review. The intent is to better align the meeting time with the TC schedule so that we can fulfill our advisory role to TC.
  - b) STAC Discussion: Questions were raised about whether the proposed change would allow enough time for staff to prepare minutes and a summary for TC packets. New TC Chair Thiebaut indicated that he intends to change how the packets and agenda are prepared for TC, so that change may impact this discussion. Consensus among members that this should be brought back for discussion and action at next meeting to see if changes to TC agenda are made. A question was also raised regarding the possibility of adding an agenda item to discuss how CDOT fulfills its statutory requirements to meet with county commissioners and regarding the impacts of air quality standards and Governor Polis’s decision to withdraw Colorado’s exemption to the Serious status for non-attainment areas. Commissioner Thiebaut agreed to add the item relating to 4P meetings to the next TC agenda and will add the air quality standard item to the agenda once he is able to read more on the issue.
- 6) **Comments by Johnny Olson on His Retirement**– Johnny Olson (Deputy Director, CDOT)
- a) Johnny expressed gratitude for all the hard work of STAC members throughout his career and reiterated how important their collaboration is to the state.
  - b) STAC Discussion: Representatives expressed gratitude for all of his hard work for CDOT and particularly for the enormous amount of work he did in the aftermath of the 2013 floods.
- 7) **Planning Reset Update** – Marissa Gaughan (Statewide Transportation Plan Manager)
- a) The Goal is to bring planning efforts together and use data to develop a strategic 10-year pipeline of projects.
    - i) We have visited 25 counties and 3 TPRs so far, with more coming next week.
    - ii) Public events: So far we have been to Fort Lupton Recreation Center for a Pop-Up event, SummerFest on the Rio in Alamosa, Montrose Library for a Pop-Up, and Kremmling Days.
    - iii) Upcoming Events: Pop-ups following CFR, SE, & SC TPR meetings, Santa Fe Trail Days in Trinidad, Greeley Stampede, Brush Rodeo, and Denver Black Arts Festival, among others.
    - iv) The online survey has been very successful with 3,500 surveys completed so far.
    - v) Survey results so far show the following priority ranking by the public:
      - (1) Growth and Congestion
      - (2) Condition and Safety
      - (3) Lack of Travel Options
      - (4) Air Pollution
  - b) STAC Discussion: There was a brief discussion of whether the survey results may be skewed due to the design of the survey or by the proportion of people in Denver taking the survey. Staff pointed out that the survey tool can break down the results by region and that that information can be provided, and that so far we are seeing surveys completed statewide and not just in Denver. Staff agreed that there are some flaws in the survey design, but that it is not possible to make changes mid-way through without contaminating the results, but that they will be mindful for next time. STAC members that have attended the meetings so far gave feedback that the meetings are engaging and that there has been a good deal of participation from stakeholders at the meetings. Some members express concern that the process is being referred to as a planning “re-set” and whether that means that existing plans and project priorities that they have already done substantial work on will be thrown out. Concerns were also expressed that

CDOT should better distinguish between the RTP process and the SWP process, and whether the current process sufficiently allows for regions to develop their own individual RTPs that are not cookie cutter plans. CDOT staff reiterated the intent of using the word “re-set” to convey a new approach to the process to develop plans that are responsive to the unique concerns and priorities of each region, and explain that the term “re-set” refers to the consolidation of the project priority lists and the various types of planning documents that were used before into one comprehensive plan, but that the previous plans and priorities are not going to be thrown out.

- 8) **Multimodal Options Fund Update**– Rebecca White (Division of Transportation Development) and David Krutsinger (Division of Transit & Rail)
  - a) Commission approved this formula program yesterday through a resolution based on the recommendations from the Multimodal Options Fund Committee.
  - b) STAC Discussion: Questions were raised regarding how the split between the urban and rural regions was determined, and whether using transit ridership as an element of the formula was fair to the rural regions. Heather Sloop, who represented the rural regions on the committee, explained that they used the indicator that gave the largest portion (of all the indicators considered) of the funds to the rural regions, and that getting it to that point took a lot of work. Questions were raised as to other indicators that the committee failed to look at that would have been more favorable to rural regions. Fatalities were raised as a possible indicator that would be more favorable to rural regions, but committee members explained that the legislation constrained the types of indicators they could consider and that they already had to interpret the legislation rather loosely to get a split that was as fair to the rural regions as possible.
- 9) **Other Business** – Vince Rogalski (STAC Chair)
  - a) The Chair announced that the Front Range Passenger Rail Update will have to be postponed to the next meeting due to time constraints. He asked STAC members and attendees for additional comments or concerns.
  - b) STAC Discussion: Barbara Kirkmeyer requested that a discussion about the implications of air quality standards and specifically the state’s move to a serious non-attainment status be placed on the next agenda. Andy Pico added that rules for carbon dioxide also need to be discussed. John Liosatos suggested that the standing item on the agenda currently called “TPR Reports” be changed to “TPR Representatives and Federal Partners” so that FHWA and FTA can provide monthly updates in the future. Vince agreed that these are all great ideas and thanked everyone for attending.
- 10) **Adjourn**