

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

November 7, 2019  
Fort Collins Community Building  
281 N. College, Fort Collins, 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-October 3, 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) (Pg. 13) (Written)

**Metropolitan Planning Organization (MPO) Agenda**

**Estimated Time**

**REPORTS:**

- 5) Report of the Chair Kristie Melendez 5 min
- 6) Executive Director Report (Pg. 15) Suzette Mallette 5 min
- 7) Mobility (Pg. 18) (Written)
- 8) Quarterly TIP Modification Update (Pg. 22) (Written)

**CONSENT ITEM:**

- 9) 2020 VanGo™ Fare Increase (Pg. 31) Suzette Mallette  
Resolution 2019-26

**ACTION ITEM:**

- 10) Budget Policies Amendment (Pg. 33) Suzette Mallette 5 min  
Resolution 2019-27

**DISCUSSION ITEM:**

- 11) One Call/One Click Business Plan (Pg. 36) Alex Gordon/Tom Donnelly 15 min
- 12) Multimodal Options Fund (MMOF) (Pg. 51) Becky Karasko 15 min
- 13) 10-Year Strategic List of Projects (Pg. 60) Becky Karasko 15 min
- 14) Wellington NFRMPO Membership Process (Pg. 62) Suzette Mallette 10 min

**COUNCIL REPORTS:**

**5 min**

- Transportation Commission Kathleen Bracke/Heather Paddock
- I-25 Update (Pg. 64) Dave Clark/CDOT
- Statewide Transportation Advisory Committee (STAC) (Pg. 65) (Written)
- Host Council Member Report Kristin Stephens 5 min

**MEETING WRAP UP:**

Next Month's Agenda Topic Suggestions

**NEXT MPO COUNCIL MEETING:**  
**December 5, 2019**  
**Town of Windsor**

419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221.6243 FAX: (970) 416.2406  
[nfrmpo.org](http://nfrmpo.org)



## **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, Acting 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)

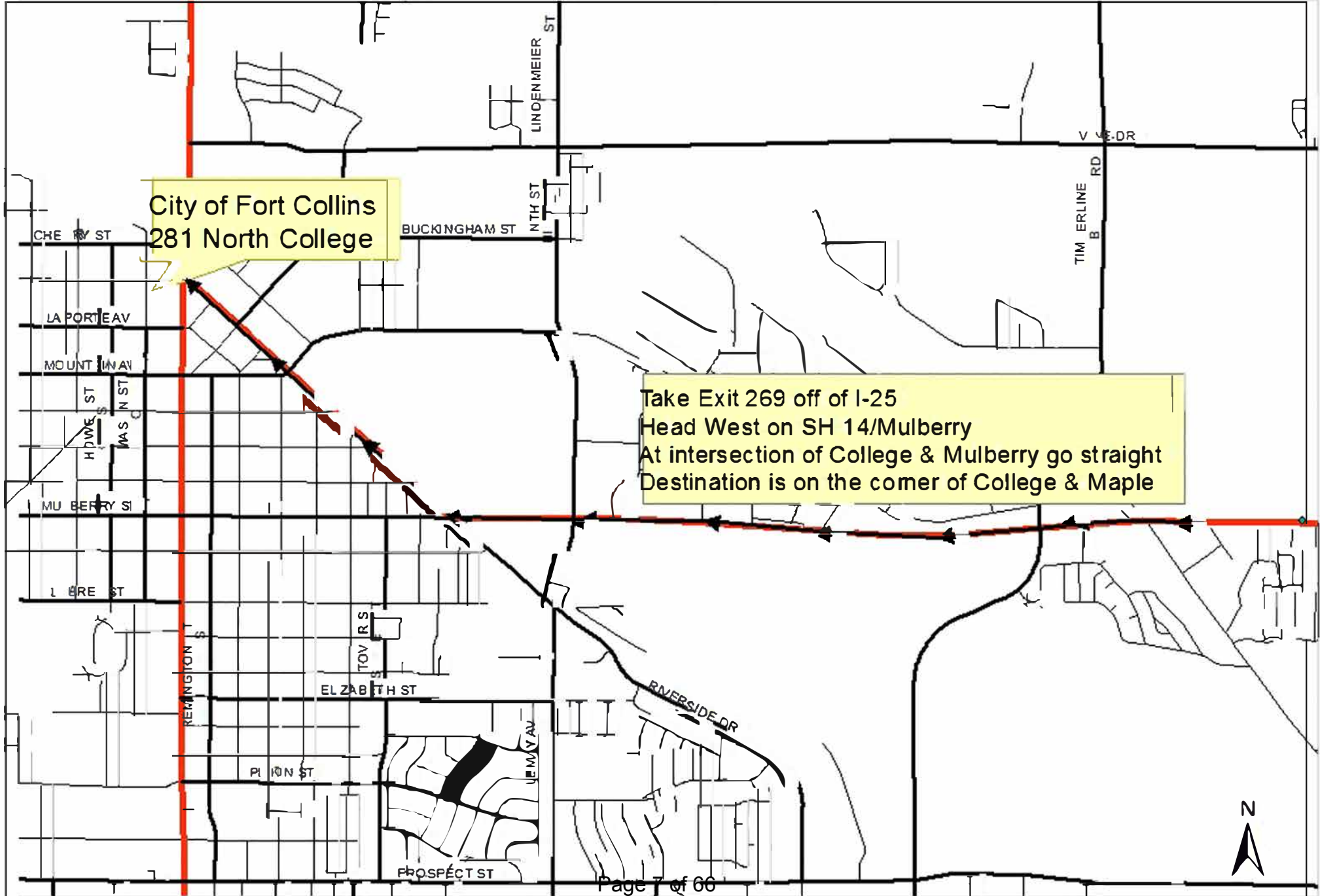
**GLOSSARY (cont'd)**

<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FRA</b>	Federal Railroad Administration
<b>FY</b>	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>HOV</b>	High Occupancy Vehicle
<b>HPTE</b>	High-Performance Transportation Enterprise (Colorado)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>INFRA</b>	Infrastructure for Rebuilding America
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MDT</b>	Model Development Team
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NOx</b>	Nitrogen Oxide
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>PL112</b>	Federal Planning (funds)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RTP</b>	Regional Transportation Plan
<b>RTP (see TAP or TA)</b>	Recreational Trails Funds - FHWA Environment funds
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle

**GLOSSARY (cont'd)**

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

# Directions to the City of Fort Collins 281 N College Ave



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

**October 3, 2019**

**Loveland Public Works Administration Building  
2525 W. 1<sup>st</sup> Street  
Loveland, CO**

**Voting Members Present:**

<b>Kristie Melendez - Chair</b>	-Windsor
William Karspeck	-Berthoud
Mark Clark	-Evans
Wade Troxell	-Fort Collins
Robb Casseday	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Dave Clark	-Loveland
Don McCleod	-Severance
Lisa Laake	-Timnath
Barbara Kirkmeyer	-Weld County
Kathleen Bracke	-Transportation Commission

**Voting Members Absent:**

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

**MPO Staff:**

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

**In Attendance:**

Dawn Anderson, Karen Artell, Ben Aste, Jeff Bailey, Darin Barrett, Frank Baszler, Dan Betts, Ken Bennett, Chad Crager, Richard DelaCastro, Danny Giltinan, Jamie Grimm, Will Jones, Evelyn King, Dave Kisker, Mitch Nelson, Karen Schneiders, John Sera, Robin Stoneman, and Rod Wensing.

Chair Melendez called the MPO Council meeting to order at 6:03 p.m.

**Public Comment:**

Evelyn King of Loveland, who was granted two extra minutes of comment by Chair Melendez, handed out and briefly reviewed documents supporting her plea for Council members and others to protest EPA Ozone Standards. She commented Colorado has clean air and suggested the State's time and focus should be given to higher priority health issues. Melendez thanked King for her comment.

**Move to Approve Agenda:**

D. Clark **moved** to approve the, *October 3, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.



## **Move to Approve Minutes:**

Casseday **moved** to approve the *September 5, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

## **Public Comment Period:**

### 2020 VanGo™ Fare Increase

Director Mallette stated there had not been an increase in VanGo™ fares since 2016. An in-house fare analysis was performed that showed the program is barely breaking even. With an increase in maintenance fees and potentially insurance, a 2% fare increase is being recommended, equivalent to approximately \$4/month for each vanpooler. This will be an Action item at the November 7<sup>th</sup> Council meeting, possibly on Consent.

Melendez opened the Public Comment Period. There was no public comment.

Melendez closed the Public Comment Period at 6:15 p.m.

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

Chair Melendez opened the Air Quality portion of the meeting.

### Air Pollution Control Division (APCD)

No report was provided.

### Regional Air Quality Council (RAQC)

A written APCD report was provided.

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

Chair Melendez opened the MPO portion of the meeting.

## **Reports:**

### Report of the Chair:

Chair Melendez did not have a report.

### Executive Director Report:

Mallette provided information on the following:

- Printed copies of the 2045 Regional Transportation Plan (RTP) brochure are now available.
- 2019 Summer Outreach has wrapped up for the year. There were a total of 16 events held in 12 communities, and three Bike-to-Work stations. These events brought approximately 3,000 public interactions, double last year's numbers and higher than the past two summers combined.
- Fort Collins, Timnath, Windsor, and Larimer County were awarded a GOCO Grant which will allow the Poudre River Trail, which goes from Fort Collins to Greeley, to become the first completely connected regional bike trail. The Poudre River Bridge over I-25 is scheduled to be replaced with other North I-25 construction which completes the trail.
- The MPO continues its search for a Finance Director and is grateful for Mayor Karspeck's time spent with the interview team.

Mobility:

A written report and Fall 2019 Newsletter were provided.

VanGo™ Dashboard:

A written report was reported.

**Action Items:**

Executive Director Performance Evaluation

Tom Donnelly, HR Committee Chair, noted the HR Committee met September 20<sup>th</sup> to discuss the appropriate evaluation process for Director Mallette for 2019. He stated the Committee was amenable to once again using the Employers Council (EC) online evaluation process for \$500 with the same questions used previously and with the participants being Council, Staff, TAC, and Director Mallette. Donnelly introduced Richard DelaCastro, Senior Consultant at EC who indicated the 360 evaluation would take each participant between 15-20 minutes to complete and assured them it was completely unanimous. Any written comments will be paraphrased, and the results will be summarized. Donnelly expressed this was a complete evaluation tool which was cost-effective and provided a good result.

D. Clark **moved** to approve *Employers Council services for a 360 Evaluation of the Executive Director at the cost of \$500*. The motion was **seconded** and **passed** unanimously.

Off-Cycle TIP Amendment

Medora Bornhoft, Transportation Planner II, noted \$6.97M in additional TIGER funds were awarded to I-25 Segments 7 and 8 which will be processed as outlined in the TIP emergency policy. This will allow the federal funds to be added to the STIP prior to being amended in the TIP. Because there was not a September TAC meeting, TAC members will receive an informational update at their October 16<sup>th</sup> meeting. Council approval will be contingent on no public comments being submitted by October 9<sup>th</sup>.

Casseday **moved** to approve *RESOLUTION NO. 2019-25 APPROVING THE SEPTEMBER 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** and **passed** unanimously.

**Discussion Item:**

2020 VanGo™ Fare Increase

Mallette reviewed information from the VanGo™ Fare Increase memo and VanGo™ 3<sup>rd</sup> Quarter Stats Dashboard with the Council stating the Finance Committee had recommended the 2% increase at their August meeting, recognizing the need to flatten out the fluctuations. Vanpoolers were presented with the potential increase at their September 18<sup>th</sup> Safety Meeting and will receive letters confirming the new rate, if approved at the November 7<sup>th</sup> Council meeting.

**Work Session:**

10-Year Pipeline of Projects (Project Pipeline)

Mallette and Karasko provided a presentation outlining the funding, timeframes, and strategies involved in providing CDOT with a prioritized regional project list for their 10-Year

Pipeline of Projects. Kirkmeyer presented a graph showing how the NFRMPO has provided projects to the 10-year Capital Development Plan (CDP), noting the absence of a direct link into the State's 20-year Transportation Plan and a prioritized list of projects in place much earlier in the overall process. Kirkmeyer also provided a portion of CDOT's presentation from the September STAC meeting highlighting a New Funding Approach, Legislative Funding, Guiding Principles, Potential Criteria, and the Development Process of the 10-Year Pipeline of Projects.

Following a comprehensive discussion, the Council agreed on the following:

- As a beginning, the NFRMPO transportation priorities are I-25, the US highways (US34,US287, and US85) and other roads of statewide significance in the region, including transit. The focus is on Regionally Significant Corridors (RSCs) within the region.
- Commissioner Bracke will promptly provide updated timelines to the Council as they become available.
- At the October 16<sup>th</sup> TAC meeting a Work Session will be held focusing on developing a project list to the Transportation Commission for the SB 17-267 and SB 18-001 funding as well as the creation of a 10-year Strategic Pipeline of Projects for the NFRMPO region. TAC will use the criteria presented at the Transportation Commission to create the project lists. There will be Council discussion and review at the November 7, 2019 meeting and Council approval at the December 5<sup>th</sup> meeting.

### **Council Reports:**

#### Transportation Commission Report /CDOT Region 4

A Project Status Update for September 24, 2019 was provided. Bracke reported she had recently attended the ribbon cutting for the I-25 Interchange at Berthoud and planned to attend the I-25 at SH402 ribbon cutting later in the month. CDOT held their Transportation Matters Summit earlier that day which had been well attended and their Whole System Whole Safety initiative, which recognizes the need for increased safety throughout Colorado's transportation network, was well-received.

#### I-25 Update

D. Clark reported he recently attended a North I-25 group retreat where they discussed working with a consultant for the past few months on identifying other funding sources. The I-25 Funding Committee will look at these potential sources and then provide their recommendations to the I-25 Coalition. He also noted Randy Grauberger, Rail Commission Project Director for the Southwest Chief & Front Range Passenger Rail Commission (Commission) had indicated at the recent I-25 Coalition meeting the potential 2020 ballot issue mentioned during his presentation to the Council in September, would not be pushed through as they do not feel there is enough time to campaign or that there is sufficient information available.

#### STAC Report

A written report was provided.

Host Council Member Report- D. Clark welcomed everyone to Loveland and recognized Fireside Café and Catering for the provided meal. He also introduced staff members, Jeff

Bailey; Loveland City Engineer and Rod Wensing; Assistant City Manager. Then he reported on the following transportation related projects in Loveland:

- Loveland continues to collaborate with CDOT's I-25 project team and perfecting some timing issues.
- The ribbon cutting for the SH402 Interchange is scheduled in October.
- Work continues on US34, including lane widening between Denver Avenue and Rocky Mountain Avenue. A 2-lane gap they are getting addressed in early 2020.
- Working with CDOT R4 on the SH402 Access Control Plan which may need to be increased to a longer-range plan.
- COLT ridership is up 23%, somewhat due to the Youth Ride Free Program recently instituted.
- Kendall Parkway at I-25 will have one of the State's first BRT mobility hubs. Another may soon be going up soon after in Berthoud.

**Meeting Wrap-Up:**

Next Month's Agenda Topic Suggestions:

No additional suggestions were made.

The meeting was adjourned at 7:41 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



Date: October 25, 2019

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

### **2019 Ozone Season - End of Year Review**

In 2019, only one monitoring site recorded a 4<sup>th</sup> maximum concentration above the 75 parts per billion standard: Chatfield.

In 2019, six sites recorded 4<sup>th</sup> maximum concentrations above the 70 ppb standard: Chatfield, NREL, Rocky Flats, Fort Collins West, Highland and Welch.

For 2017-19, three monitoring sites are currently violating the 75 ppb standard: Chatfield, NREL and Rocky Flats.

For 2017-19, seven monitoring sites are currently violating the 70 ppb standard: Chatfield, NREL, Rocky Flats, Fort Collins West, Highland, Welch and Boulder Reservoir.

The EPA has proposed that the region be classified as a “serious” nonattainment area for failing to attain the 75 parts per billion standard on time. This classification will become effective in December and a new plan, a “SIP”, is due to EPA by the end of 2020.

### **Emission Control Strategy Evaluations**

The RAQC’s Control Strategy Committee met on October 16 and discussed oil and gas emission controls proposed to the Air Commission for a December rulemaking hearing (see below) and also diesel emission reduction strategies. Staff presented “white papers” on diesel inspection and maintenance, low emissions diesel fuel, green construction and heavy equipment usage requirements, and the establishment of a clean air fund. Stakeholders provided initial feedback and committed to contribute information as the strategy analyses mature. The next meeting is scheduled for November 20.

**Air Quality Control Commission Rulemaking Regarding Oil and Gas and Other Industrial Sources Emission Controls**

The Air Pollution Control Division has proposed new regulatory emission control provisions applicable to the oil and gas industry as well as to other industrial processes. The RAQC along with 33 other organizations have been granted party status. The RAQC Board has expressed general support for the State's proposal but referred the matter to its Control Strategy Committee for further discussion. Committee discussions focused on aerial monitoring of emissions, emissions reporting and adverse issues surrounding a lower threshold for emissions control requirements. The Board will consider these issues at its November 1 meeting.

**ALT Fuels Colorado, Charge Ahead Colorado, Mow Down Pollution Program Updates**

The ALT Fuels and Charge Ahead Colorado electric vehicle infrastructure and electric vehicle incentive programs have been open for proposals from the public and private sectors throughout October and will re-open to applications early next year. See these websites for details:

<https://raqc.org/program/alt-fuels-colorado/>

<https://raqc.org/program/charge-ahead-colorado/>

The Mow Down Pollution program is investigating retail options for 2020 implementation in lieu of events. The scale of effort is dependent on available funding, but hopefully the lawn mower exchange incentives will be available across the Front Range region at retail establishments throughout the summer!



October 17, 2019

North Front Range Transportation & Air Quality Planning Council  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

Attention: Ms. Kristie Melendez, Planning Council Chair

This letter is intended to communicate certain matters related to the planned scope and timing of our audit of North Front Range Transportation & Air Quality Planning Council's (the "Council") financial statements and compliance as of and for the year ending December 31, 2019.

### **Communication**

Effective two-way communication between our Firm and the Planning Council is important to understanding matters related to the audit and in developing a constructive working relationship.

Your insights may assist us in understanding the Council and its environment, identifying appropriate sources of audit evidence and providing information about specific transactions or events. We will discuss with you your oversight of the effectiveness of internal control and any areas where you request additional procedures to be undertaken. We expect that you will timely communicate to us any matters you consider relevant to the audit. Such matters might include strategic decisions that may significantly affect the nature, timing and extent of audit procedures, your suspicion or detection of fraud or abuse, or any concerns you may have about the integrity or competence of senior management.

We will timely communicate to you any fraud involving senior management and other known or likely fraud, noncompliance with provisions of laws, regulations, contracts or grant agreements or abuse that are likely to have a material effect on the financial statements. We will also communicate illegal acts, instances of noncompliance, fraud or abuse that come to our attention (unless they are clearly inconsequential), and disagreements with management and other serious difficulties encountered in performing the audit. We also will communicate to you and to management any significant deficiencies or material weaknesses in internal control that become known to us during the course of the audit. Other matters arising from the audit that are, in our professional judgment, significant and relevant to you in your oversight of the financial reporting process will be communicated to you in writing after the audit.

314 West 18th Street  
Cheyenne, WY 82001  
(307) 634-2151

[mhpllp.com](http://mhpllp.com)



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## **Independence**

Our independence policies and procedures are designed to provide reasonable assurance that our Firm and its personnel comply with applicable professional independence standards. Our policies address financial interests, business and family relationships, and non-audit services that may be thought to bear on independence. For example, partners and professional employees of McGee, Hearne & Paiz, LLP are restricted in their ability to own a direct financial interest or a material indirect financial interest in a client or any affiliate of a client. Also, if an immediate family member or close relative of a partner or professional employee is employed by a client in a key position, the incident must be reported and resolved in accordance with Firm policy. In addition, our policies restrict certain non-audit services that may be provided by McGee, Hearne & Paiz, LLP and require audit clients to accept certain responsibilities in connection with the provision of permitted non-audit services.

## **The Audit Planning Process**

Our audit approach places a strong emphasis on obtaining an understanding of how your organization functions. This enables us to identify key audit components and tailor our procedures to the unique aspects of your operations. The development of a specific audit plan will begin by obtaining information from you and management to obtain an understanding of organizational objectives, strategies, risks and performance.

As part of obtaining an understanding of your organization and its environment, we will obtain an understanding of internal control. We will use this understanding to identify risks of material misstatement and noncompliance, which will provide us with a basis for designing and implementing responses to the assessed risks of material misstatement and noncompliance. We will also obtain an understanding of the users of the financial statements in order to establish an overall materiality level for audit purposes. We will conduct formal discussions among engagement team members to consider how and where your financial statements might be susceptible to material misstatement due to fraud or error or to instances of noncompliance, including abuse.

## **The Concept of Materiality in Planning and Executing the Audit**

We apply the concept of materiality in both planning and performing the audit; evaluating the effect of identified misstatements or noncompliance on the audit and the effect of uncorrected misstatements, if any, on the financial statements; forming the opinion in our report on the financial statements; and determining or reporting in accordance with *Government Auditing Standards* and other compliance reporting requirements. Our determination of materiality is a matter of professional judgment and is affected by our perception of the financial and compliance informational needs of users of the financial statements. We establish performance materiality at an amount less than materiality for the financial statements as a whole to allow for the risk of misstatements that may not be detected by the audit. We use performance materiality for purposes of assessing the risks of material misstatement and determining the nature, timing and extent of further audit procedures. Our assessment of materiality throughout the audit will be based on both quantitative and qualitative considerations. Because of the interaction of quantitative and qualitative considerations, misstatements of a relatively small amount could have a material effect on the current financial statements as well as financial statements of future periods. We will accumulate misstatements identified during the audit, other than those that are clearly trivial. At the end of the audit, we will inform you of all individual uncorrected misstatements aggregated by us in connection with our evaluation of our audit test results.



### **Our Approach to Internal Control and Compliance Relevant to the Audit**

Our audit of the financial statements, including compliance, will include obtaining an understanding of internal control sufficient to plan the audit and determine the nature, timing and extent of audit procedures to be performed. An audit is not designed to provide assurance on internal control or identify significant deficiencies or material weaknesses. Our review and understanding of the Council's internal control is not undertaken for the purpose of expressing an opinion on the effectiveness of internal control.

We will issue reports on internal control related to the financial statements and major programs (if a single audit is necessary). These reports describe the scope of testing of internal control and the results of our tests of internal control. Our reports on internal control will include any significant deficiencies and material weaknesses in the system of which we become aware as a result of obtaining an understanding of internal control and performing tests of internal control consistent with the requirements of *Government Auditing Standards* issued by the Comptroller General of the United States, the Single Audit Act, and *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* at 2 CFR 200 (Uniform Guidance).

We will issue reports on compliance with laws, statutes, regulations, and the terms and conditions of Federal awards. We will report on any noncompliance that could have a material effect on the financial statements and any noncompliance that could have a direct and material effect on each major program. Our reports on compliance will address material errors, fraud, abuse, violations of compliance requirements, and other responsibilities imposed by state and Federal statutes and regulations and assumed contracts; and any state or Federal grant, entitlement or loan program questioned costs of which we become aware, consistent with the requirements of the standards identified above.

### **Timing of the Audit**

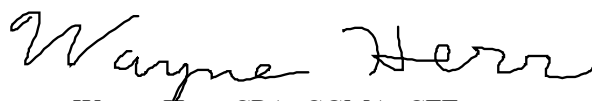
We will schedule preliminary audit fieldwork in January 2020, with final fieldwork commencing in March 2020. Fieldwork dates will be discussed and coordinated with management. Management's adherence to its closing schedule and timely completion of information used by us in performance of the audit is essential to timely completion of the audit.

### **Closing**

We will be pleased to respond to any questions you have about the foregoing. We appreciate the opportunity to be of service to North Front Range Transportation & Air Quality Planning Council.

This communication is intended solely for the information and use of the Planning Council and is not intended to be, and should not be, used by anyone other than this specified party.

McGEE, HEARNE & PAIZ, LLP



Wayne Herr, CPA, CGMA, CFE  
Partner

Weld County Mobility Committee (WCMC)—MINUTES  
October 22, 2019  
1:35 p.m. – 3:12 p.m.

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

- Janet Bedingfield, 60+ Ride
- Lori Chevron, Greeley Citizens Bus Committee
- Julie Glover, Greeley Center for Independence
- Leiton Powell, Greeley Evans Transit
- Celeste Ewert, Envision
- Margie Martinez, United Way of Weld County
- Steve Teets, WAND

NFRMPO staff: Alex Gordon

**2. Review of Agenda**

Margie recapped the Weld Project Connect event on Friday, October 18. 834 people attended this year, which is slightly down from last year. Some new providers and booths were there this year, with more organizations focused on senior issues. There were 334 navigators, with a growing need for bilingual navigators. Overall, the event was well-received.

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

**4. Approval of August 27, 2019 Meeting Minutes**

Janet motioned to approve the minutes. Steve seconded the motion, and it was approved unanimously.

**DISCUSSION ITEMS**

- 1. Coordinated Plan Amendment** – Alex stated the Coordinated Plan Amendment was updated from what was included in the packet based on feedback from Transfort, City of Loveland Transit (COLT), and Greeley Evans Transit (GET). Margie asked if GET has an app because that would be a good project to complete. Leiton said GET has the RouteShout app, which is currently being updated. The Amendment adds in travel training, bus stop amenities, and the Call Center project. Alex said the item will come back for action at next month's meeting.
- 2. Medical Transportation** – Julie stated a Greeley Center for Independence client was unable to get to a medical appointment because his transportation did not show up for two days straight. The group discussed some of the issues around a Denver-based brokerage, the growing pains of a new brokerage, and the need to get healthcare providers included in the transportation planning and provider process. The group suggested the following projects to address Medical Transportation in 2020:
  - a. Invite healthcare providers to the WCMC meetings for a discussion**
  - b. Invite HCPF, IntelliRide to the table**
  - c. Identify advocates to help address issues and complaints**
- 3. One Call/One Click Center Project** – Alex stated the project will be discussed by the NFRMPO Planning Council at their November meeting with a funding ask. There will be a focus on making the project regional, expanding from Larimer County to Weld County. Alex and Suzette Mallette, the NFRMPO's Executive Director, will be meeting with Planning Council members to address concerns, identify



funding, and approve the Plan. WCMC members asked if letters of support would be helpful. Alex replied they will be when applying for funding.

### **GREELEY EVANS TRANSIT NEWS AND UPDATES**

Leiton reported GET is hiring drivers and a bus washer. The Poudre Express opens January 2, 2020, and bus drivers are currently being trained for the route. Leiton reported someone from GET will be in contact about the route as the opening gets closer. Leiton stated the fare will be \$1.50 each way with a transfer to the Transfort system.

### **WCMC MEMBER REPORTS**

Janet stated 60+ Ride is applying for a vehicle from CDOT's Consolidated Capital Call for Projects. The van will have a focus on the Greeley-Evans area but will be available for Weld County residents overall. Fundraising efforts continue. Janet said 60+ Ride is participating in the Heart to Heart Peer Support Program.

Celeste said Envision will have a fundraiser at Lucky Fin on November 5. Leases are up on Envision's vehicles so they will be renegotiating leases with Enterprise. While doing this, Envision will reevaluate its need.

Julie said Greeley Center for Independence held its fundraiser and it went well. A van has been ordered through CDOT's Consolidated Capital Call for Projects and should be delivered in the next few months. There is an open 1-bedroom ADA unit in their Hope apartments.

Margie mentioned there is a Weld County Emergency Management meeting at the Weld County offices on Friday morning.

Steve said WAND continues to discuss transportation during emergencies.

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

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

- Heart&SOUL Paratransit
- 2020 Work Plan

#### **7. Next WCMC Meeting: December 3, 2019**

## Larimer County Mobility Committee (LCMC)—MINUTES

October 23, 2019

1:35 p.m. – 3:22 p.m.

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

- Jim Becker, PAFC
- Brooke Bettolo, Larimer County Built Environment
- Lisa Bitzer, Via
- Stephanie Brothers, Town of Berthoud
- Cari Brown, The Arc of Larimer County
- Jill Couch, Pro-31 Safe Driving LLC
- Erica Hamilton, TransitPlus
- Suzanne King, Fort Collins Senior Advisory Board
- Katy Mason, Larimer County Office on Aging
- Connie Nelson-Cleverley, SAINT
- Paul Renemeier, Town of Windsor
- Anna Russo, Transfort
- Angela Woodall, Foothills Gateway

NFRMPO staff: AnnaRose Cunningham, Alex Gordon, Suzette Mallette

### 2. Review of Agenda

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

No public comment received.

### 4. Approval of September 19, 2019 Meeting Minutes

Brown moved to approve the meeting minutes. Nelson-Cleverley seconded the motion, which was approved unanimously.

## DISCUSSION ITEMS

### 1) Introductions

### 2) 2017 Coordinated Plan Amendment

Gordon stated an updated version of the *2017 Coordinated Public Transit/Human Services Transportation Plan* (Coordinated Plan) Amendment is included as a handout. Transfort, City of Loveland Transit (COLT), and Greeley Evans Transit (GET) have supplied additional projects for inclusion. The Amendment will be taken to the Planning Council at their November meeting in Fort Collins.

### 3) Larimer County Senior Transportation Implementation Plan

Hamilton explained Via, RAFT, SAINT, and heart&SOUL Paratransit could be considered Early Adopters. zTrip could potentially be an Early Adopter as well. These agencies have been involved since the beginning of the project and have shown an interest in being involved.

Hamilton reviewed the recommendations based on TransitPlus and stakeholder feedback: the NFRMPO should host the Mobility Manager and the One Call/One Click Center, and open-source



software should be used for the dispatch software and trip discovery software. Although software is mentioned throughout the Implementation Plan, TransitPlus is not necessarily identifying which software to use, just the type. Couch asked to clarify the Call Center and Hamilton stated the Call Center will be a fixture of the program regardless of the technology. Mallette asked to add “initially” to the recommendation to host at the NFRMPO to make the recommendation more flexible. Mason asked how NEMT fits into the recommendation. Hamilton responded the program would grow substantially by bringing in NEMT, but this could be a potential funding source in the future.

The LCMC discussed potential projects that can help phase the project depending on funding. The ideas include pursuing trip discovery software initially and identifying customer service and data standards. An app may not be necessary because a mobile website can achieve a lot of the same goals.

Becker asked how to add in new providers. Hamilton responded this is one of the reasons to go with open-source software, because it is cheaper to add in new providers. An intergovernmental agreement (IGA) or Memorandum of Understanding (MOU) may be required as well.

Becker stated marketing and outreach will be a major asset to this project and should not happen only a few times. A successful program will need consistent marketing.

Mallette explained her efforts to create a three year budget to take to the NFRMPO’s Planning Council. Three years would allow the program to build its infrastructure and identify other means of funding to continue. The idea would be to offset costs with additional grants and funding beyond the initial ask for funding.

The group discussed ways to get feedback from riders:

- Have a group to beta test technology
- Interact with both new users, potential users, and established users of the transportation systems
- Ask LCMC members to work with their clients and use their networks for feedback
- Survey medical and dialysis patients
- Larimer County Built Environment can assist with experiential events
- Identify funding to provide a stipend to attend a meeting
- Rider surveys over the long-term

Mallette stated there is a need to manage expectations upfront. Additionally, King stated there is a need for a personal touch and to feel included.

#### **4) 2020 Meeting Schedule**

Gordon stated he will bring back the meeting schedule after the Planning Council meeting.

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

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

#### **7. Next LCMC Meeting: Wednesday, November 21, 2019**

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

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

**Administrative Modification #2019-M7**

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands						
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22
<b>Bridge - Off State System</b>													
<b>PREVIOUS ENTRY</b> SR46601	P-5	<b>Region 4 Bridge - Off System Pool</b>	CDOT Region 4	Bridge	Federal	Bridge Replacement	-	-	2,492	-	-	-	2,492
			Various Below	Reconstruct	Local	Local	-	-	623	-	-	-	623
		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>			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	1,377
					Total		-	-	4,492	-	-	-	4,492
Pool Projects: SR46601.027 SR46601.031 SR46601.032	- - -	<b>Spring Ck at Riverside (FCRVSE-S.2PRST)</b> <b>8th St Bridge (LOV1825W.8th St)</b> <b>Little Thompson (WEL019.0-046.5A)</b>	Fort Collins Loveland Weld			Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace							
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming													
<b>REVISED ENTRY</b> SR46601	P-5	<b>Region 4 Bridge - Off System Pool</b>	CDOT Region 4	Bridge	Federal	Bridge Replacement	-	-	1,155	1,337	-	-	2,492
			Various Below	Reconstruct	Local	Local	-	-	289	334	-	-	623
		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>			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	1,377
					Total		-	-	2,821	1,671	-	-	4,492
Pool Projects: SR46601.027 SR46601.031 SR46601.032	- - -	<b>Spring Ck at Riverside (FCRVSE-S.2PRST)</b> <b>8th St Bridge (LOV1825W.8th St)</b> <b>Little Thompson (WEL019.0-046.5A)</b>	Fort Collins Loveland Weld			Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace							
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming													
Reason: Roll \$1,337K federal Bridge Replacement and \$334K local funding from FY19 to FY20 rolled for two pool projects (SR46601.031 & SR46601.032).													
<b>Strategic</b>													
<b>PREVIOUS ENTRY</b> SSP4428.012	2017-032	<b>North I-25: Design Build MP 253.7-270</b>	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	-	5,000	-	10,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	1,285	1,971	-	-	384	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	12,000
					State	7PX/228	140,000	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	33,485
					Total		204,363	1,285	29,324	-	51,972	37,384	119,965
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements													
<b>REVISED ENTRY</b> SSP4428.012	2017-032	<b>North I-25: Design Build MP 253.7-270</b>	CDOT Region 4	Highway Added Capacity	Federal	TIGER	-	-	5,000	5,000	5,000	-	15,000
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-
					Federal	Congestion Mitigation & Air Quality	-	-	-	3,256	-	384	3,640
					Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	-
					Federal/State	Permanent Water Quality	2,000	-	2,000	-	3,347	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	-
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	-
					State	FASTER Safety	4,000	-	4,500	-	-	-	4,500
					State	SB267	-	-	2,000	-	5,000	5,000	12,000
					State	7PX/228	140,000	-	-	-	-	-	-
					State	SB1/HUTF	-	-	993	-	-	-	993
					Local	Private	-	-	-	-	18,000	32,000	50,000
					Local	Local	18,875	-	12,860	-	20,625	-	33,485
					Total		199,363	0	27,353	8,256	51,972	37,384	124,965
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements													
Reason: Roll \$1,285K federal CMAQ from FY19 rolled and \$1,971K federal CMAQ from FY19 to FY20 rolled. Roll \$5M TIGER from previous funding to FY20 rolled.													

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

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

**Administrative Modification #2019-M7**

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands								
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL	
<b>PREVIOUS ENTRY</b> SSP4428.014	2019-014	<b>North I-25: WCR38 to SH402</b> MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal Federal/State State State State Local	BUILD STP-Metro NHPP ITM SB1 SB267 Local	- - - - - - -	- 2,000 - - - - -	20,000 - 88,800 1,300 39,000 75,300 -	- - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -	20,000 2,000 88,800 1,300 39,000 75,300 500 226,900
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.															
<b>REVISED ENTRY</b> SSP4428.014	2019-014	<b>North I-25: WCR38 to SH402</b> MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal Federal/State Federal/State State State Local	BUILD STP-Metro NHPP Permanent Water Quality ITM SB1 SB267 Local	- - - - - - -	- - - - - - -	20,000 - 88,800 - 1,300 22,500 2,870 -	- - - - - - -	- - - - - - -	- - - 1,235 - - -	- - - - - - -	- - - - - - -	20,000 2,000 88,800 1,235 1,300 39,000 75,200 500 228,035
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: Decrease state SB267 funding by \$100K in FY19. Roll the following funds from FY19 to FY20 rolled: \$20M BUILD, \$88.8M NHPP, \$16.5M SB1, and \$72.33M SB267. Roll \$2M STP-Metro from FY19 rolled to FY20 rolled. Add \$1,235K state Permanent Water Quality funding in FY21.															
<b>PREVIOUS ENTRY</b> SR46600.081	2019-017	<b>I-25 Parallel Road - WCR 9.5</b>	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.															
<b>REVISED ENTRY</b> SR46600.081	2019-017	<b>I-25 Parallel Road - WCR 9.5</b>	CDOT Region 4	Pre-construction	State	7PX	-	-	1,000	-	-	-	-	-	1,000
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.															
Reason: Add \$100K state 7PX funding in FY19.															
<b>CDOT Region 4 Transportation Alternatives (TA)</b>															
<b>PREVIOUS ENTRY</b> SR47020	P-14	<b>Region 4 Transportation Alternatives</b> <b>Program Pool</b>	CDOT Region 4	Bike/Ped Facility	Federal Local Local Overmatch	Transportation Alternatives Program Local Local Overmatch	987 463 -	1,250 312 -	393 143 849	- - -	1,340 1,727 546	700 175 -	700 175 -	700 175 -	4,383 2,532 1,395 8,310
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>															
Pool Projects:															
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County	Project Description:	US287: Larimer Weld Canal to SH1										
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins	Project Description:	Harmony Rd west of Timberline										
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland	Project Description:	Namaqua Ave South of US34										
SR47020.019	-	Secure Bicycle Parking	Ft Collins	Project Description:	Downtown Transit Center and University MAX Station										
SR47020.016	-	Sheep Draw Trail 2015 Project	Greeley	Project Description:	Along Sheep Draw from 71st Ave West and south to 20th St										
SR47020.017	-	LCR 17 Expansion & Bike Lanes (Larimer/Berthou	Berthoud	Project Description:	LCR 17 between LCR 16 & US287										
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken	Project Description:	SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25										
Project Description: Summary of CDOT Region 4 Bridge - On System Pool Programming															
<b>REVISED ENTRY</b> SR47020	P-14	<b>Region 4 Transportation Alternatives</b> <b>Program Pool</b>	CDOT Region 4	Bike/Ped Facility	Federal Local Local Overmatch	Transportation Alternatives Program Local Local Overmatch	987 463 -	144 40 849	393 143 849	1,106 272 -	1,340 1,727 546	700 175 -	700 175 -	700 175 -	4,383 2,532 1,395 8,310
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>															
Pool Projects:															
SR47020.025	-	US287 Gap Project - Bike/Ped Improvements	Larimer County	Project Description:	US287: Larimer Weld Canal to SH1										
SR47020.026	-	Power Trail Grade Separation at Harmony Rd	Fort Collins	Project Description:	Harmony Rd west of Timberline										
SR47020.028	-	Namaqua Ave Trail Underpass	Loveland	Project Description:	Namaqua Ave South of US34										
SR47020.019	-	Secure Bicycle Parking	Ft Collins	Project Description:	Downtown Transit Center and University MAX Station										
SR47020.016	-	Sheep Draw Trail 2015 Project	Greeley	Project Description:	Along Sheep Draw from 71st Ave West and south to 20th St										
SR47020.017	-	LCR 17 Expansion & Bike Lanes (Larimer/Berthou	Berthoud	Project Description:	LCR 17 between LCR 16 & US287										
SR47020.029	-	West Alice & Inez Blvd Ped Improvements	Milliken	Project Description:	SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25										
Project Description: Summary of CDOT Region 4 Bridge - On System Pool Programming															
Reason: Roll \$1,106K federal TAP and \$272K local FY19 rolled funding to FY20 rolled for 3 pool projects (SR47020.028, SR47020.019, SR47020.017).															

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

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

**Administrative Modification #2019-M7**

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>														
<b>PREVIOUS ENTRY</b> SST7007.010	2016-004	<b>GET CNG Bus Replacement</b>	Greeley-Evans	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	1,689 348 2,037	929 193 1,122	2,008 417 2,425	- - -	- - -	- - -	2,937 610 3,547	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.														
<b>REVISED ENTRY</b> SST7007.010	2016-004	<b>GET CNG Bus Replacement</b>	Greeley-Evans	Rolling Stock Replacement	Federal Local Total	Congestion Mitigation Air Quality Local	1,689 348 2,037	- - -	- - -	2,937 610 3,547	- - -	- - -	2,937 610 3,547	
Project Description: Replacement of 30 foot body on chassis diesel fixed route buses.														
Reason: Roll forward \$2,937K federal CMAQ and \$610K local FY19 & FY19 rolled funding to FY20 rolled.														
<b>PREVIOUS ENTRY</b> SNF5173.053	2020-004	<b>CNG Fast Fill Stations</b>	Loveland	Operations	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - 600	499 101 - -	- - - -	- - 200 600	329 71 - -	- - - -	828 172 200 1,200
<b>REVISED ENTRY</b> SNF5173.053	2020-004	<b>CNG Fast Fill Stations</b>	Loveland	Operations	Federal Local Local Overmatch Total	Congestion Mitigation Air Quality Local Local Overmatch	- - - -	- - - -	499 103 - -	- - - -	329 71 200 600	- - - -	- - - -	828 174 200 1,202
Reason: Roll forward \$499K federal CMAQ and \$101K local FY19 funding to FY20 rolled. Add \$2K local funding in FY20 rolled.														
<b>PREVIOUS ENTRY</b> SNF5173.049	NF1103	<b>US 287 &amp; US 34 VMS Signs</b>	Loveland	Multi-Modal Traveler Information	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	497 103 600	- - -	- - -	- - -	- - -	- - -	497 103 600
<b>REVISED ENTRY</b> SNF5173.049	NF1103	<b>US 287 &amp; US 34 VMS Signs</b>	Loveland	Multi-Modal Traveler Information	Federal Local Total	Congestion Mitigation Air Quality Local	- - -	- - -	497 103 600	- - -	- - -	- - -	- - -	497 103 600
Reason: Roll forward \$497K federal CMAQ and \$103K local FY19 funding rolled to FY20 rolled.														
<b>Surface Transportation Block Grant (STBG)</b>														
<b>PREVIOUS ENTRY</b> SNF5788.040	2018-002	<b>US34 Widening Loveland: Denver Ave to Boyd Lake Ave</b>	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Local Total	STP Metro Local Local Overmatch	- - - -	1,099 228 - 1,327	1,221 254 2,623 4,098	- - - -	- - - -	- - - -	- - - -	2,320 482 2,623 5,426
<b>REVISED ENTRY</b> SNF5788.040	2018-002	<b>US34 Widening Loveland: Denver Ave to Boyd Lake Ave</b>	Loveland	Highway Added Capacity Bike/Ped Facility	Federal Local Local Total	STP Metro Local Local Overmatch	- - - -	- - - -	2,320 482 2,623 5,426	- - - -	- - - -	- - - -	- - - -	2,320 482 2,623 5,426
Reason: Roll forward \$2,320K federal STP Metro, \$482K local, and \$2,623K local overmatch FY19 & FY19 rolled funding to FY20 rolled.														
<b>PREVIOUS ENTRY</b> SNF57020.017	2018-003	<b>LCR 17 Expansion</b>	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local Total	STP Metro Local	532 111 643	- - -	1,334 277 1,611	- - -	- - -	- - -	- - -	1,334 277 1,611
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
<b>REVISED ENTRY</b> SNF57020.017	2018-003	<b>LCR 17 Expansion</b>	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal Local Total	STP Metro Local	532 111 643	- - -	- - -	1,334 277 1,611	- - -	- - -	- - -	1,334 277 1,611
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: Roll forward \$1,334K federal STP-Metro and \$277K local FY19 funding to FY20 rolled.														
<b>PREVIOUS ENTRY</b> SNF5788.044	2020-012	<b>US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25</b>	Loveland	Modify & Reconstruct	Federal Local Total	Surface Transportation Block Grant Local	- - -	- - -	350 74 424	- - -	335 70 405	400 82 482	- - -	1,085 226 1,311
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.														
<b>REVISED ENTRY</b> SNF5788.044	2020-012	<b>US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25</b>	Loveland	Modify & Reconstruct	Federal Local Total	Surface Transportation Block Grant Local	- - -	- - -	350 74 424	335 70 405	400 82 482	- - -	1,085 226 1,311	
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: Roll forward \$350K federal STBG and \$74K local FY19 funding to FY20 rolled.														



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

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

**Administrative Modification #2019-M7**

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>FTA 5307 - Urbanized Area Formula Program</b>														
PREVIOUS ENTRY SST6741.112	2017-023	Greeley-GET Operating Assistance 50/50	Greeley	Operations	Federal Local Total	FTA 5307 L	1,246 1,246 2,492	1,777 1,777 3,554	- - -	- - -	- - -	- - -	- - -	1,777 1,777 3,554
Project Description: FY 2018 5307 Operating Assistance 50/50														
REVISED ENTRY SST6741.112	2017-023	Greeley-GET Operating Assistance 50/50	Greeley	Operations	Federal Local Total	FTA 5307 L	1,246 1,246 2,492	- - -	- - -	1,206 1,206 2,412	975 975 1,950	994 994 1,988	1,014 1,014 2,028	4,189 4,189 8,378
Project Description: FY 2018 5307 Operating Assistance 50/50														
Reason: Roll \$1,777K federal FTA 5307 and \$1,777K local from FY19 rolled to FY20 rolled and correct amounts to \$1,206K federal and \$1,206K local. Add \$2,983K Federal FTA 5307 and \$2,983K local funding in years FY20, FY21, and FY22 from the adopted FY20-23 TIP.														
PREVIOUS ENTRY SST6741.113	2017-025	Greeley-GET ADA Operations 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	216 54 270	286 72 358	- - -	- - -	- - -	- - -	- - -	286 72 358
Project Description: FY 2018 5307 ADA Operations 80/20														
REVISED ENTRY SST6741.113	2017-025	Greeley-GET ADA Operations 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	216 54 270	- - -	- - -	250 63 313	351 179 530	358 182 540	365 186 551	1,324 610 1,934
Project Description: FY 2018 5307 ADA Operations 80/20														
Reason: Roll \$286K federal FTA 5307 and \$72K local from FY19 rolled to FY20 rolled and correct amounts to \$250K federal and \$63K local. Add \$1,074K Federal FTA 5307 and \$547K local funding in years FY20, FY21, and FY22 from the adopted FY20-23 TIP.														
PREVIOUS ENTRY SST6741.114	2017-024	Greeley-GET Preventative Maintenance 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	691 173 864	925 231 1,156	- - -	- - -	- - -	- - -	- - -	925 231 1,156
Project Description: FY 2018 5307 PM 80/20														
REVISED ENTRY SST6741.114	2017-024	Greeley-GET Preventative Maintenance 80/20	Greeley	Operations	Federal Local Total	FTA 5307 L	691 173 864	- - -	- - -	1,044 264 1,308	969 242 1,211	989 247 1,236	1,008 252 1,260	4,010 1,005 5,015
Project Description: FY 2018 5307 PM 80/20														
Reason: Roll \$925K federal FTA 5307 and \$231K local from FY19 rolled to FY20 rolled and correct amounts to \$1,044K federal and \$264K local. Add \$2,966K Federal FTA 5307 and \$741K local funding in years FY20, FY21, and FY22 from the adopted FY20-23 TIP.														
<b>FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program</b>														
PREVIOUS ENTRY SST6731.024	2017-041	Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Operations	Federal Local Total	FTA 5310 Local	- - -	- - -	195 49 244	- - -	207 52 259	207 52 259	207 52 259	816 205 1,021
Project Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility														
REVISED ENTRY SST6731.024	2017-041	Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Operations	Federal Local Total	FTA 5310 Local	- - -	- - -	- - -	425 95 520	220 55 275	220 55 275	220 55 275	1,085 260 1,345
Project Description: Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility														
Reason: Rolling \$195K federal FTA 5310 and \$49K local FY19 funds to FY20 rolled. Correcting FY20 rolled by adding \$230K federal FTA 5310 from FY18 and FY19 apportionments and adding \$46K local, increasing estimated Federal funding in FY20, FY21, and FY22 by \$13K each and \$3K local each based on recent apportionments.														
PREVIOUS ENTRY SST6732.013	2017-057	Vehicle Replacement: Cutaway	Greeley	Vehicle Replacement	Federal Local Total	FTA 5310 Local	- - -	83 21 104	- - -	- - -	- - -	- - -	- - -	83 21 104
Project Description: Vehicle Replacement using 5310 funding														
REVISED ENTRY SST6732.013	2017-057	Vehicle Replacement: Cutaway	Greeley	Vehicle Replacement	Federal Local Total	FTA 5310 Local	- - -	- - -	- - -	83 21 104	- - -	- - -	- - -	83 21 104
Project Description: Vehicle Replacement using 5310 funding														
Reason: Roll forward \$83K federal FTA 5310 and \$21K local FY19 rolled funding to FY20 rolled.														
<b>FTA 5339 - Bus and Bus Facilities Program</b>														
PREVIOUS ENTRY SST7064.026	2019-008	2019 NFR - GET 40' Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	459 115 574	- - -	- - -	- - -	- - -	459 115 574
Project Description: GET Bus Replacement														
REVISED ENTRY SST7064.026	2019-008	2019 NFR - GET 40' Bus Replacement	Greeley	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	- - -	459 115 574	- - -	- - -	- - -	459 115 574
Project Description: GET Bus Replacement														
Reason: Roll forward \$459K federal FTA 5339 and \$115K local FY19 funding to FY20 rolled.														

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

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M7

Prepared by: Medora Bornhoft

DATE: 7/29/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands						
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22
<b>PREVIOUS ENTRY</b> SST7064.024	2017-058	<b>Bus Replacement</b>	Greeley-Evans	Replacement	Federal Local Total	FTA 5339 Local	- - -	460 115 575	- - -	- - -	- - -	- - -	460 115 575
Project Description:		Bus Replacement											
<b>REVISED ENTRY</b> SST7064.024	2017-058	<b>Bus Replacement</b>	Greeley-Evans	Replacement	Federal Local Total	FTA 5339 Local	- - -	- - -	- - -	460 115 575	- - -	- - -	460 115 575
Project Description:		Bus Replacement											
Reason:		Roll forward \$460K federal FTA 5339 and \$115K local FY19 funding to FY20 rolled.											
<b>PREVIOUS ENTRY</b> SST7066.030	2019-016	<b>Bus Stop ADA Upgrades</b>	Fort Collins	Capital Improvements	Federal Local Total	FTA 5339(b) Local	- - -	- 127 634	507 127 634	- 127 -	507 126 632	- - -	1,520 380 1,900
Project Description:		Upgrade Bus Stops throughout Transfort system to meet ADA standards, including amenities											
<b>REVISED ENTRY</b> SST7066.030	2019-016	<b>Bus Stop ADA Upgrades</b>	Fort Collins	Capital Improvements	Federal Local Total	FTA 5339(b) Local	- - -	- - -	- - -	1,520 380 1,900	- - -	- - -	1,520 380 1,900
Project Description:		Upgrade Bus Stops throughout Transfort system to meet ADA standards, including amenities											
Reason:		Rolling \$507K federal FTA 5339(b) and \$127K local funding from FY19 to FY20 rolled. Advancing 100% of FY20 and FY21 to FY20 rolled to accurately reflect the year of obligation.											
<b>PREVIOUS ENTRY</b> SST7073.001	2019-018	<b>GET 2017 Vehicle Replacement</b>	Greeley	Vehicle Replacement	Federal Local Total	FTA 5339(b) Local	- - -	- - -	759 190 949	- - -	- - -	- - -	759 190 949
Project Description:		Vehicle Replacements using 2017 5339(b) Competitive Grant Award											
<b>REVISED ENTRY</b> SST7073.001	2019-018	<b>GET 2017 Vehicle Replacement</b>	Greeley	Vehicle Replacement	Federal Local Total	FTA 5339(b) Local	- - -	- - -	- - -	759 190 949	- - -	- - -	759 190 949
Project Description:		Vehicle Replacements using 2017 5339(b) Competitive Grant Award											
Reason:		Roll forward \$759K federal FTA 5339(b) and \$190K local FY19 funding to FY20 rolled.											
<b>FASTER Transit</b>													
<b>PREVIOUS ENTRY</b> SST7035.315	2019-019	<b>GET 2019 Operating</b>	Greeley	Operating	State Local Total	FASTER Local	- - -	- - -	40 10 50	- - -	- - -	- - -	40 10 50
Project Description:		GET 2019 FASTER Award											
<b>REVISED ENTRY</b> SST7035.315	2019-019	<b>GET 2019 Operating</b>	Greeley	Operating	State Local Total	FASTER Local	- - -	- - -	- - -	40 10 50	- - -	- - -	40 10 50
Project Description:		GET 2019 FASTER Award											
Reason:		Roll forward \$40K state FASTER and \$10K local FY19 funding to FY20 rolled.											

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

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

**Administrative Modification #2019-M8**

Prepared by: Medora Bornhoft

DATE: 8/9/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Strategic</b>														
<b>PREVIOUS ENTRY</b> SSP4428.014	2019-014	<b>North I-25: WCR38 to SH402</b> 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
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
					<b>Total</b>		-	-	26,670	199,630	500	1,235	-	228,035
<b>Project Description:</b> 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.														
<b>REVISED ENTRY</b> SSP4428.014	2019-014	<b>North I-25: WCR38 to SH402</b> 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/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
					<b>Total</b>		-	-	26,670	199,630	500	1,235	-	228,035
<b>Project Description:</b> 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.														
<b>Reason:</b> STIP correction: clarifying funding type as NHPP/SHF instead of just NHPP. Source of fund type remains Federal/State. No change to total project funding.														
<b>CDOT Region 4 Transportation Alternatives (TA)</b>														
<b>PREVIOUS ENTRY</b> SR47020	P-14	<b>Region 4 Transportation Alternatives</b> <b>Program Pool</b>	CDOT Region 4	Bike/Ped Facility	Federal	Transportation Alternatives Program	987	144	393	1,106	1,340	700	700	4,383
					Local	Local	463	40	143	272	1,727	175	175	2,532
					Local Overmatch	Local Overmatch	-	-	849	-	546	-	-	1,395
					<b>Total</b>		1,450	184	1,385	1,378	3,613	875	875	8,310
Pool Projects: SR47020.025 - US287 Gap Project - Bike/Ped Improvements Larimer County Project Description: US287: Larimer Weld Canal to SH1 SR47020.026 - Power Trail Grade Separation at Harmony Rd Fort Collins Project Description: Harmony Rd west of Timberline SR47020.028 - Namaqua Ave Trail Underpass Loveland Project Description: Namaqua Ave South of US34 SR47020.019 - Secure Bicycle Parking Ft Collins Project Description: Downtown Transit Center and University MAX Station SR47020.016 - Sheep Draw Trail 2015 Project Greeley Project Description: Along Sheep Draw from 71st Ave West and south to 20th St SR47020.017 - LCR 17 Expansion & Bike Lanes (Larimer/Berthou Berthoud Project Description: LCR 17 between LCR 16 & US287 SR47020.029 - West Alice & Inez Blvd Ped Improvements Milliken Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25														
<b>Project Description:</b> Summary of CDOT Region 4 Bridge - On System Pool Programming														
<b>REVISED ENTRY</b> SR47020	P-14	<b>Region 4 Transportation Alternatives</b> <b>Program Pool</b>	CDOT Region 4	Bike/Ped Facility	Federal	Transportation Alternatives Program	987	144	59	1,440	1,340	700	700	4,383
					Local	Local	463	40	59	356	1,727	175	175	2,532
					Local Overmatch	Local Overmatch	-	-	849	-	546	-	-	1,395
					<b>Total</b>		1,450	184	967	1,796	3,613	875	875	8,310
Pool Projects: SR47020.025 - US287 Gap Project - Bike/Ped Improvements Larimer County Project Description: US287: Larimer Weld Canal to SH1 SR47020.026 - Power Trail Grade Separation at Harmony Rd Fort Collins Project Description: Harmony Rd west of Timberline SR47020.028 - Namaqua Ave Trail Underpass Loveland Project Description: Namaqua Ave South of US34 SR47020.019 - Secure Bicycle Parking Ft Collins Project Description: Downtown Transit Center and University MAX Station SR47020.016 - Sheep Draw Trail 2015 Project Greeley Project Description: Along Sheep Draw from 71st Ave West and south to 20th St SR47020.017 - LCR 17 Expansion & Bike Lanes (Larimer/Berthou Berthoud Project Description: LCR 17 between LCR 16 & US287 SR47020.029 - West Alice & Inez Blvd Ped Improvements Milliken Project Description: SH60 & Dorothy Ave, Forrest Street & Alice Blvd, Alice Ave & CR25														
<b>Project Description:</b> Summary of CDOT Region 4 Bridge - On System Pool Programming														
<b>Reason:</b> Roll forward \$334K federal and \$84K local FY19 funds to FY20 for STIP ID SR47020.029.														
<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>														
<b>PREVIOUS ENTRY</b> SST7007.011	2018-001	<b>COLT CNG Bus Replacement</b>	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	363	-	363	-	-	-	-	363
					Local	Local	75	-	75	-	-	-	-	75
					<b>Total</b>		438	-	438	-	-	-	-	438
<b>Project Description:</b> Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
<b>REVISED ENTRY</b> SST7007.011	2018-001	<b>COLT CNG Bus Replacement</b>	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	726	-	-	-	726
					Local	Local	-	-	-	150	-	-	-	150
					<b>Total</b>		-	-	-	876	-	-	-	876
<b>Project Description:</b> Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.														
<b>Reason:</b> Roll forward all FY18 and FY19 funding (\$726K federal and \$150K local) to FY20 rolled.														

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

North Front Range Transportation & Air Quality Planning Council

Administrative Modification #2019-M8

Prepared by: Medora Bornhoft

DATE: 8/9/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>FASTER Transit</b>														
<b>PREVIOUS ENTRY</b> SR47005.018	2018-16	<b>Bus Yard Concrete Maintenance</b>	Greeley-Evans	Capital Maintenance	State Local	FASTER Transit Local Local	160 40	- -	- -	- -	- -	- -	- -	
					Total		200	-	-	-	-	-	-	
<b>REVISED ENTRY</b> SR47005.018	2018-16	<b>Bus Yard Concrete Maintenance</b>	Greeley-Evans	Capital Maintenance	State Local	FASTER Transit Local Local	- -	- -	- -	160 40	- -	- -	- -	160 40
					Total		-	-	-	200	-	-	-	200
<b>Project Description:</b> Project awarded for FASTER local funds.														
<b>Reason:</b> Roll forward project from FY18-21 TIP to FY19-FY22 TIP. Roll all project funding from FY18 to FY20 rolled.														

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

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

**Administrative Modification #2019-M9**

Prepared by: AnnaRose Cunningham

DATE: 9/18/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Strategic</b>														
<b>PREVIOUS ENTRY</b> SSP4428.014	2019-014	<b>North I-25: WCR38 to SH402</b> 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/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					Local	Local	-	-	-	-	500	-	-	500
					<b>Total</b>		-	-	26,670	199,630	500	1,235	-	228,035
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.														
<b>REVISED ENTRY</b> SSP4428.014	2019-014	<b>North I-25: WCR38 to SH402</b> 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/SHF	-	-	-	88,800	-	-	-	88,800
					Federal/State	Permanent Water Quality	-	-	-	-	-	1,235	-	1,235
					State	ITM	-	-	1,300	-	-	-	-	1,300
					State	SB1	-	-	22,500	16,500	-	-	-	39,000
					State	SB267	-	-	2,870	72,330	-	-	-	75,200
					State	SBT	-	-	-	-	700	-	-	700
					Local	Local	-	-	-	-	500	-	-	500
					<b>Total</b>		-	-	26,670	199,630	1,200	1,235	-	228,735
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 \$700K of state SBT (Senate Bill Transit) funding in FY20 approved by the Transportation Commission in July 2019.														
<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	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	1,900	-	5,350	-	-	7,250
					Local	Local	-	-	-	-	-	-	-	-
					<b>Total</b>		1,000	-	1,900	-	5,350	-	-	7,250
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	FASTER Safety	1,000	-	1,900	-	3,350	2,000	-	7,250
					Local	Local	-	-	-	-	-	-	-	-
					<b>Total</b>		1,000	-	1,900	-	3,350	2,000	-	7,250
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: Shifting \$2,000K state funding from FY20 to FY21 for STIP ID SR46606.073 I-25: Fort Collins North Cable Rail.														

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

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

**Administrative Modification #2019-M9**

Prepared by: AnnaRose Cunningham

DATE: 9/18/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Safety</b>														
<b>PREVIOUS ENTRY</b> SR46666	P-20	<b>Region 4 Hazard Elimination Pool (HSIP)</b>	CDOT Region 4	Safety	Federal	Surface Transportation Program - HSIP	3,630	2,557	690	-	725	2,245	-	<b>6,217</b>
			Various Below		Local	Local	750	504	43	-	81	249	-	<b>877</b>
		For the most current project funding information, please see CDOT's STIP at			Local Overmatch	Local Overmatch	-	-	-	-	-	-	-	-
					Total		<b>4,380</b>	<b>3,061</b>	<b>733</b>	<b>-</b>	<b>806</b>	<b>2,494</b>	<b>-</b>	<b>7,094</b>
Pool Projects:														
SR45218.174	-	US85 Resurf & SH392 Intersection	CDOT Region 4			Project Description: Safety Improvements								
SR46666.059	-	Loveland Left Turn Signals Various	City of Loveland			Project Description: Various Left Turn Signals								
SR46666.060	-	US287 (College Ave) & Trilby Rd	City of Fort Collins			Project Description: Turn Lanes								
SR46666.062	-	SH1 & CR54 Intersection Improvements	Larimer County			Project Description: New Signals								
SR46666.070	-	Intersection Prioritization Study PH II	CDOT Region 4			Project Description: Safety Improvement Study								
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.														
<b>REVISED ENTRY</b> SR46666	P-20	<b>Region 4 Hazard Elimination Pool (HSIP)</b>	CDOT Region 4	Safety	Federal	Surface Transportation Program - HSIP	3,630	2,557	690	-	770	2,245	-	<b>6,262</b>
			Various Below		Local	Local	750	504	43	-	86	249	-	<b>882</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>			Local Overmatch	Local Overmatch	-	-	-	-	-	-	-	-
					Total		<b>4,380</b>	<b>3,061</b>	<b>733</b>	<b>-</b>	<b>856</b>	<b>2,494</b>	<b>-</b>	<b>7,144</b>
Pool Projects:														
SR45218.174	-	US85 Resurf & SH392 Intersection	CDOT Region 4			Project Description: Safety Improvements								
SR46666.053	-	US287 & Orchards Shopping Center	City of Loveland			Project Description: Safety Improvements								
SR46666.059	-	Loveland Left Turn Signals Various	City of Loveland			Project Description: Various Left Turn Signals								
SR46666.060	-	US287 (College Ave) & Trilby Rd	City of Fort Collins			Project Description: Turn Lanes								
SR46666.062	-	SH1 & CR54 Intersection Improvements	Larimer County			Project Description: New Signals								
SR46666.070	-	Intersection Prioritization Study PH II	CDOT Region 4			Project Description: Safety Improvement Study								
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.														
Reason: Adding new pool project STIP ID SR46666.053 (US287 & Orchards Shopping Center) with \$45K Federal and \$5K State in FY20 funding.														

## MEMORANDUM

To: NFRMPO Council  
From: Suzette Mallette, Executive Director  
Date: November 7, 2019  
Re: VanGo™ Fare Increase

### Background

An analysis of expenses to fares was performed over a 6-month period in early 2019 to determine if a fare increase was warranted. A fare increase for the program had been delayed due to lack of data and no response from vendors to prepare this analysis. In the short term, vanpools have been allowed to operate with four riders rather than 5 per the current VanGo™ policy. This temporary change in policy has let vans stay active at a time with low gas prices that generally depresses ridership.

The analysis, performed in house, shows the vanpool program is barely breaking even between revenues and expenses. The MPO expects insurance premiums to go up because of the large amount of hail damage across the state and the turnover in new fleet vehicles. There has been no cost of living increase, and fares have not been increased since 2016. For these reasons, there is a recommendation of a 2% fare increase to take effect on January 1, 2020. That is an average increase of about \$4 per month.

The staff would also like to make the fare increases less volatile and more predictable. The past fare increases are shown below:

- 2015 – 2016 - 1%
- 2014 – 5%
- 2013 – 3%
- 2012 – 5%
- 2010 - 2011 – 0%
- 2007 - 2009 – 10%
- 2003 – 2006 – 0%

Being more consistent with smaller increases will hopefully alleviate a need for spikes in fare increases. The Finance Committee met on August 21, 2019 and is recommending the 2% fare increase. The VanGo™ Annual Safety Meeting was held on September 18, 2019 where the increase was presented. Council discussed this at their October 3<sup>rd</sup> meeting.

### Action

Approval of the fare increase.



**RESOLUTION NO. 2019 - 26  
OF THE NORTH FRONT RANGE TRANSPORTATION  
AND AIR QUALITY PLANNING COUNCIL  
TO APPROVE A FARE INCREASE FOR THE  
VANGO™ VANPOOLING PROGRAM  
FOR CALENDAR YEAR 2020**

**WHEREAS**, the North Front Range Transportation and Air Quality Planning Council (“Council”) is the governing body of the VanGo™ Vanpool Program; and

**WHEREAS**, the Council has reviewed the proposed fare increase for calendar year 2020; and

**WHEREAS**, the 2% increase will meet the goal of to reduce program volatility in fare increases and cover expenses; and

**WHEREAS**, the VanGo™ Vanpool Program for calendar year 2020 as outlined in the approved budget.

**NOW, THEREFORE, BE IT RESOLVED** by the North Front Range Transportation and Air Quality Planning Council approves a 2% increase for VanGo™ vanpooling fares for calendar year 2020.

Passed and adopted at the regular meeting of the North Front Range Transportation and Air Quality Planning Council held this 7th day of November 2019.

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

ATTEST:

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



## MEMORANDUM

To: NFRMPO Council  
From: Suzette Mallette, Executive Director  
Date: November 7, 2019  
Re: UPWP Budget Policy

### Background

The purpose of this policy is to put in writing a summary of the current budgeting procedures and timeline. This policy clarifies under what circumstances the Finance Committee can make approval(s) and when it requires the vote of the whole MPO Council.

The MPO has received clarification from FHWA regarding the difference between amendments and modifications. Amendments require federal and state approval and modifications only require notification. This policy follows these guidelines by defining a budget modification, requiring approval by the Finance Committee and is reported to the MPO Council and a budget amendment, requiring an approved resolution from the MPO Council.

The Finance Committee recommended Council approval at their August 21, 2019 meeting. The budget policy is attached and outlined below:

- A budget modification would be a budget neutral revision without adding any tasks.
  - This requires approval by the Finance Committee and is reported to the Council.
- A budget amendment would change the total amount of the budget or add an additional task.
  - An amendment would require an approved resolution by the MPO Council

### Action

Approval of the budget policy.

## North Front Range Transportation and Air Quality Planning Council

### Budget Policy

Appropriated budgets are established for all funds of the Council

The Council follows these procedures in establishing budgets.

1. During the months of February through March, a proposed budget, made up of a MPO budget and a separate VanGo™ budget, referred to as the Unified Planning Work Program, or “UPWP,” for the fiscal year commencing the following October 1 is prepared with coordination from the Technical Advisory Committee, the Finance Committee, transit providers, and MPO staff, along with input from Colorado Department of Transportation’s Division of Transportation Development and Region 4 representatives. The budget includes task scopes of work, proposed expenditures and the means of financing them. Any budget changes for the second year of a cycle would be processed through a budget revision. It should be noted that a federal fiscal year budget (October-September) is federally required for its Unified Planning Work Program (UPWP) and that the Council cannot expend more than is budgeted in the UPWP, without revisions to the UPWP and related funding contracts
2. Notice of the budget agenda item is published in three regional newspapers designating the meetings in which the budget will be discussed and then adopted.
3. Prior to October 1, the UPWP is adopted by formal resolution. The UPWP is generally adopted by Council action at its May meeting but no later than the June meeting.
4. Once the UPWP has been adopted and approved by the federal and state agencies, CDOT prepares contracts for all flow through funds. These contracts terms coincide with the two - year UPWP and include the first-year budget amounts. The second-year budget amounts are added through an amendment.
5. The organization has two types of budget revisions.
  - a. Budget modification – These budget revisions do not change the total budget amount. They adjust between budget items. Budget modifications are approved by the Finance Committee and reported to council.
  - b. Budget amendments – These budget revisions increase or decrease the total budget. The addition, deletion or change in tasks of the UPWP would also be considered a budget amendment. All budget amendments must be adopted by formal resolution by the Council and formally incorporated into an amended UPWP.

The Council’s annual fiscal year budget is based on two fiscal year budgets. January-September is based on the current UPWP budget and October-December is based on the subsequent FY UPWP budget.

**RESOLUTION NO. 2019 - 27  
OF THE NORTH FRONT RANGE TRANSPORTATION  
AND AIR QUALITY PLANNING COUNCIL  
TO APPROVE A FINANCIAL POLICY AMENDMENT**

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

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

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has established a standing Finance Committee, chaired by the Vice Chair of the Council and comprised of three to five members of the Council; and

**WHEREAS**, the Finance Committee provides oversight on financial matters coming before the NFRMPO Council; and

**WHEREAS**, the Budget and UPWP are amended from time to time; and

**WHEREAS**, FHWA has provided guidance on the type of amendments and the necessary level of oversight by type

**NOW, THEREFORE, BE IT RESOLVED** by the North Front Range Transportation and Air Quality Planning Council approves the UPWP Budget Policy where:

- A budget modification would be a budget neutral revision without adding any tasks.
  - This requires approval by the Finance Committee and is reported to the Council.
- A budget amendment would change the total amount of the budget or add an additional task.
  - An amendment would require an approved resolution by the MPO Council

Passed and adopted at the regular meeting of the North Front Range Transportation and Air Quality Planning Council held this 7th day of November 2019.

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Kristie Melendez, Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

**To:** NFRMPO Planning Council  
**From:** Alex Gordon  
**Date:** November 7, 2019  
**Re:** One Call/One Click Center Funding

### Background

The Larimer County Board of County Commissioners established a strategic goal in 2013 to look at the needs of seniors in unincorporated Larimer County. From that goal, the Larimer County Senior Transportation Needs Assessment was completed in 2017, which led to the Larimer County Senior Transportation Implementation Plan (Implementation Plan). Larimer County provided the local match for these projects as well as one other demonstration grant.

Larimer County requested the NFRMPO take over as project managers and to work on implementing the project on behalf of the region, which would expand the project beyond Larimer County. The Implementation Plan is expected to be completed by December 2019 with a presentation to the Planning Council. The draft recommendation provides hosting options with the NFRMPO being responsible for carrying out implementation whether through direct operation or overseeing a contractor.

To operate the One Call/One Click Center, the Implementation Plan is recommending hiring a full-time Mobility Manager and an AmeriCorps VISTA volunteer for initial startup. Call Center staff would be added as needed in years two and three.

- The Mobility Manager will work with local governments, non-profits, riders, advocates, and other stakeholders in both Larimer and Weld counties as well as apply for grants and begin purchasing the software and infrastructure needed for the One Call/One Click Center.
  - One of the primary roles will be to bring in funds to implement the program and potentially pay for salaries.
- An AmeriCorps VISTA is hired through a host agency for the express purpose of community engagement, grant writing, and other related tasks to alleviate poverty in a specific area. In this case, the VISTA would work with the Mobility Manager to write grants, attend events, and do outreach related to operating the One Call/One Click Center.

An expected budget is shown in **Table 1**. Anticipated revenue is shown in **Table 2**.



**Table 1: One Call/One Click Center Draft Budget**

	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
<b>Mobility Manager</b>	\$93,000	\$93,000	\$93,000	\$279,000
<b>AmeriCorps VISTA</b>	\$24,000	\$24,000	\$24,000	\$72,000
<b>Additional Staff Support<sup>1</sup></b>	-	\$44,000	\$88,000	\$132,000
<b>Indirect cost<sup>2</sup></b>	\$97,000	\$104,000	\$137,000	\$338,000
<b>Software (Dispatch and trip discovery)</b>	\$60,000	\$75,000	\$75,000	\$210,000
<b>Funds to match grants and marketing</b>	\$50,000	\$50,000	\$50,000	\$150,000
<b>TOTAL</b>	<b>\$324,000</b>	<b>\$390,000</b>	<b>\$467,000</b>	<b>\$1,181,000</b>

**Notes:**

1. The 2020 Indirect Cost Rate is 104.13 percent, while the expected rate for 2021 and beyond is closer to 76 percent, as agreed to with CDOT.
2. The Additional Staff Support line item is estimated for one person in 2021 and two people working full time to operate the Call Center and provide customer support in 2022.

Two funding sources could be used to primarily fund the One Call/One Click Center project in the first three years.

1. The Multimodal Options Fund (MMOF) Call for Projects will be held in the coming months for the region’s approximately \$5.6M in funding. The One Call/One Click Center project is an eligible project, specifically because it will benefit the mobility of older adults and individuals with disabilities. There is a match requirement of 50 percent.
  - **Does the Council feel comfortable with the NFRMPO using about \$600k of those funds to use as start up?**
  - **Should the NFRMPO apply for the funds through the Call for Projects or should it be a Council decision to take these funds ‘off the top’?**
2. The VanGo™ surplus fund could act as the match for the MMOF grant. The One Call/One Click Center project will improve efficiencies, build partnerships, and generally improve transit, paratransit, volunteer, and private transportation options in the region. There is approximately \$2.0M in available funds, but the loss of the Finance Director position is slowing down other potential uses of these funds across the region.



- **Does the Council feel comfortable with the NFRMPO using about \$600k of those funds to use as start up?**

The use of both of these funds is of regionwide benefit. Additionally, the evaluation of the NFRMPO taking on the implementation of the One Call/One Click Center project was established in the Executive Director goals for 2019.

**Table 2** shows the potential revenues that could offset the need for or build on the VanGo™ excess funds and the MMOF funding. These are reasonably expected but are subject to change. These numbers will need to be vetted through the NFRMPO’s Finance Committee. It is expected the Mobility Coordinator (current ½ time MPO staff) and Mobility Manager will apply for other grants to offset these regional grants (if received). The Mobility Coordination program has been successful in CDOT, FTA, and non-profit grants. The Mobility Manager will be expected to find funding to finance the program beyond the next three years through additional grants and funding opportunities.

**Table 2: One Call/One Click Center Potential Project Revenue/Need**

	2020	2021	2022	Total
<b>\$5310 (CDOT)<sup>1</sup></b>	\$27,000	\$28,000	\$28,000	\$83,000
<b>Fort Collins Exchange Funds<sup>1</sup></b>	\$27,000	\$26,000	\$25,000	\$84,000
<b>Local Match (5310+FC)<sup>1</sup></b>	\$13,500	\$13,500	\$13,250	\$40,250
<b>FTA \$5310 Capital<sup>2</sup></b>	\$48,000	\$48,000	\$48,000	\$144,000
<b>Local Match (Capital)<sup>2</sup></b>	\$12,000	\$12,000	\$12,000	\$36,000
<b>Contributions</b>	\$100,000	\$100,000	\$100,000	\$300,000
<b>Volunteer Hours<sup>3</sup></b>	\$0	\$25,500	\$25,500	\$51,000
<b>Total</b>	<b>\$227,500</b>	<b>\$253,000</b>	<b>\$251,750</b>	<b>\$738,250</b>
<b>Need</b>	<b>\$96,500</b>	<b>\$137,000</b>	<b>\$215,250</b>	<b>\$442,750</b>

**Notes:**

1. It is expected the current Mobility Coordination program will become part of this effort over time. The Fort Collins Exchange Funds have decreased in the previous two years, and it is expected these funds may continue to decrease.
2. The NFRMPO can apply for additional \$5310 Mobility Management funding through CDOT but would need to identify the required 20 percent local match. The NFRMPO has been successful in applying for funds on behalf of human services agencies and can reasonably anticipate receiving funding in the upcoming Consolidated Capital Calls for Projects.



3. For operating funds, volunteer hours can be used as local match if these hours can be accounted for and explained. If the Call Center were to take on responsibilities like dispatch, scheduling, or informational services for transportation providers, the Call Center could use donated volunteer driver hours as match. 1,000 donated hours at the national rate of \$25.43/hour was used to estimate the value of volunteer hours.

**Source:** <https://independentsector.org/value-of-volunteer-time-2018/>

**Attachments:**

- Implementation Plan Recommendation
- Presentation

# Chapter 7: Recommended Alternatives

The Mobility Manager and One-Call/One-Click Center program host, trip discovery software, and trip scheduling software options were presented at the September 19 LCMC meeting for discussion and review. Cost estimates were presented which helped stakeholders build on the information they learned from the Project Miles task force.

## Evaluation Criteria

Stakeholders were reminded of the project vision: to develop a coordinated system that schedules rides across multiple providers with seamless and accessible options for users. Stakeholders were asked to consider multiple perspectives when considering the alternatives including riders, funders, providers and advocates.

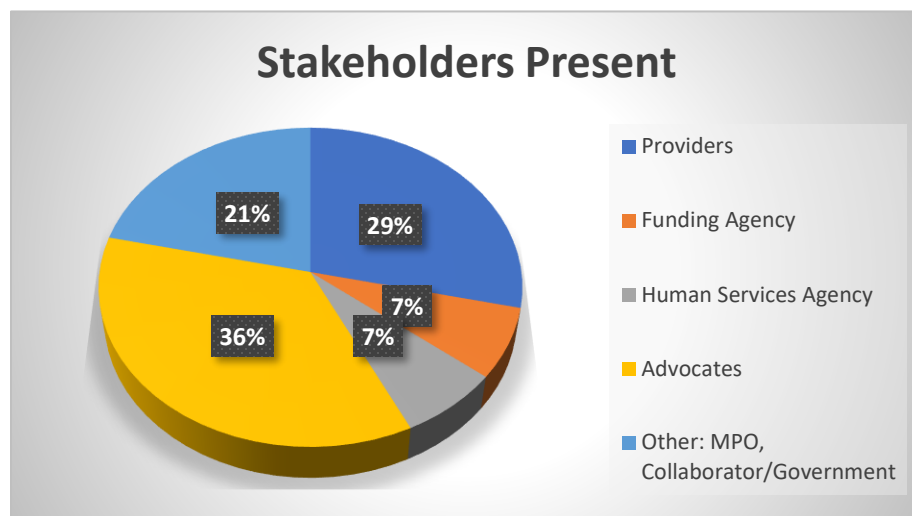
Stakeholders were then given the following evaluation criteria to consider as they reviewed and selected alternatives:

- Logical sequence for building a foundation
- Support among funding agencies
- Support among transportation providers
- Ability to implement
- Flexibility to expand to reflect the long-term vision
- Value of investment in activity

## Stakeholder Feedback

Twelve stakeholders provided feedback at the September 19 LCMC meeting, representing various agencies and interests. Figure 7-1 shows the breakdown of stakeholders.

**Figure 7-1: LCMC Stakeholder Representation**





## Hosting

Of the twelve responses, stakeholders unanimously agreed that the MPO should host the One-Call/One-Click Center in some capacity. All stakeholders want the Mobility Manager to be an employee of the North Front Range Metropolitan Planning Organization (MPO). The stakeholders were pretty evenly divided on whether the MPO should also have full responsibility for the One-Call/One-Click Center or whether they should serve in an oversight capacity and subcontract the One-Call/One-Click Center to a third-party agency.

I think it makes sense to host the program at the agency that's done the planning, built support, etc.

*-LCMC Stakeholder Comment*

MPO can bring other support like grants, IT, etc. Also has short-term funding ideas/solutions. Has ear of elected officials that could help advocate and fund. May not stay at the MPO long term but good place to start.

*-LCMC Stakeholder Comment*

## Trip Discovery Software

Stakeholders were split as to the phasing of trip discovery software. Some thought the One-Call/One-Click Center software should start with a low technology option (like spreadsheets and an updated website) and

(1-Click | CS software is the) best long-term sustainable option; less functional options will have greater long-term costs in time, fixes, less efficiency and delivery. And there would be less success in the initial years to build form and to secure longer-term funding.

*-LCMC Stakeholder Comment*

move to a more robust technology system as time and funding allow (mobile application second, and 1-Click | CS software or equivalent software third). Stakeholders were excited about the idea of developing a mobile application for riders and felt that was important to the success of the program. The 1-Click | CS software option received the most responses from single-selection

respondents.

## Demand Responsive Technology Software (Scheduling Software)

Three main alternatives were presented (low cost option that could include spreadsheet scheduling or a lower cost/lower functionality scheduling system, open source, and proprietary). Within those alternatives, several cost estimates were provided to give stakeholders a more comprehensive idea of the associated costs. Overall, stakeholders liked the flexibility and lower cost of the open source software option (software like Ride Pilot).

I think (open-source) will be most flexible and cost-effective long-term options for Larimer County and allows leadership for regional solutions.

*-LCMC Stakeholder Comment*

## TransitPlus Recommendations

Taking account the stakeholder feedback and past project experience, the TransitPlus team recommends the following alternatives in each category, along with two implementation schedule options.

### Recommendations by Category

#### Mobility Manager and Program Hosting

**TransitPlus recommends that the NFRMPO host the Mobility Manager and the One-Call/One-Click Center.** While the One-Call/One-Click Center could be hosted by a third party, the preference for open-source technology will make it much more difficult for a third party to operate the One-Call/One-Click Center as most of the third party options are already using a proprietary software system. The MPO provides an independent option with substantial knowledge of funding options and grant requirements, including FTA, CDOT, and FHWA requirements. Additionally, the MPO has been instrumental in the coordination efforts; hosting the LCMC meetings, facilitating discussions and building relationships with providers, funding and government agencies, elected officials, advocates, and other human service agencies. While we feel it is important for the NFRMPO to host the Mobility Manager and the One-Call/One-Click Center initially, this may change to a third party as the program grows and the program needs change over time.

#### Trip Discovery Software

Depending on funding availability, **we recommend 1-Click | CS trip discovery software or equivalent open source software.** 1-Click | CS provides One-Call/One-Click Center website development and hosting, and provides riders with interactive scheduling options that align with the Vision of this project. Additionally, 1-Click | CS provides a solution that is scalable to expand to Weld and/or Boulder counties and covers fixed route and demand responses services. Since 1-Click | CS already has API's for Trapeze and Ride Pilot, riders will be able to schedule rides with multiple providers currently serving Larimer County.

#### Demand Responsive Technology Software (Scheduling Software)

**TransitPlus recommends open source software for trip scheduling software (like Ride Pilot or equivalent).** An open source solution enables small providers to utilize technology in a cost effective manner that will enhance their service and allow for easy coordination. Open source software provides the flexibility to expand the One-Call/One-Click Center efforts to include NEMT trips, other counties and other providers with ease. These expansion efforts will also help spread the cost, increasing the cost-effectiveness, through economies of scale allowing for a fiscally sound solution.

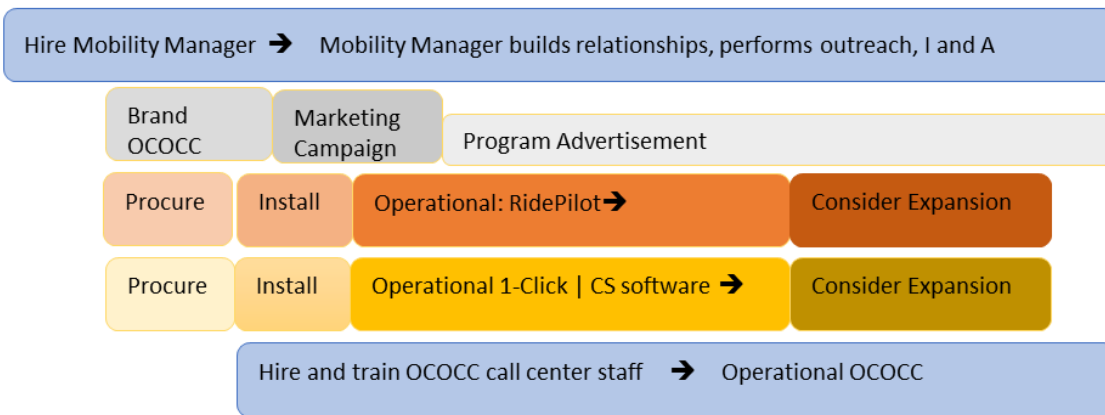
### Implementation Scheduling Options

Stakeholders at the LCMC meeting asked for both an expedited timeline and a moderate phased approach to development. The availability of funding will be a key factor in the speed of development, determining when implementation of the trip discovery software and demand responsive technology software (scheduling software) occur.

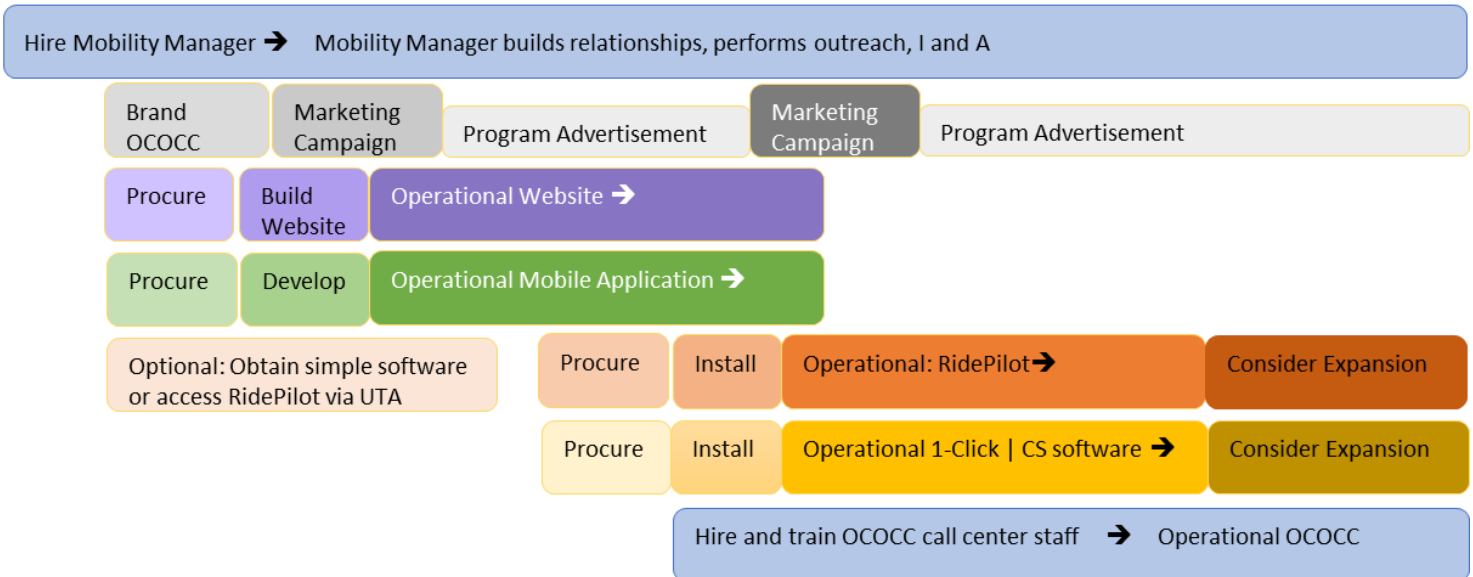
Figure 7-2 illustrates the three basic options: an expedited timeline and two phased approaches timelines. In all cases, the procurements are scheduled sometime after the program begins. This assumes that the NFRMPO would initially fund the Mobility Manager but would wait for grant funding for software development. It is possible to wait for grant funding to hire the Mobility Manager; that could just extend the timeline. In the first two options, the development of the 1-Click |CS (or equivalent) and RidePilot (or equivalent) software systems are undertaken at the same time. The third option shows the development of the 1-Click |CS (or equivalent) software implementation first, followed by the scheduling software. This option also eliminates the mobile application and website development shown in the second option. The phased options go slower, includes some additional steps, but also allows for more flexibility. For all options, the software procurements will be for a vendor to install, tailor, and maintain the software.

**Figure 7-2: Expedited and Phased Implementation Schedules**

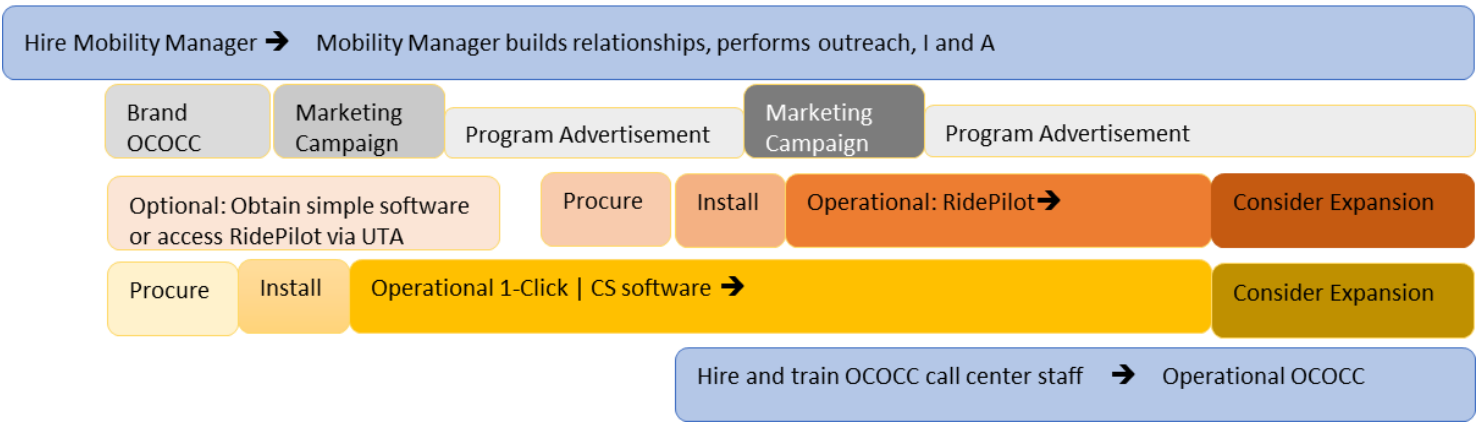
**Expedited Implementation Option 1**



**Phased Implementation Option 2**



### Phased Implementation Option 3



### Provider Feedback

A meeting for transportation providers was held on October 10, 2019 to discuss their comments and concerns about the project. Via Mobility Services, RANT, SAINT and heart&SOUL participated. At that meeting, the providers expressed a strong preference for a phased implementation approach allowing time to build trust, establish the program requirements and standards which will set up the One-Call/One-Click Center on a path for success.

### Conclusion

This chapter presents the recommendations of the LCMC members and TransitPlus for the host of the Mobility Manager and One-Call/One-Click Center, the trip discovery software, and the demand responsive technology software (scheduling software). Three implementation schedules were presented allowing for an expedited timeline and two phased approach timelines. Funding will likely dictate the timeline for implementation although the preference by providers for a phased implementation approach should be considered.

# One Call/One Click Center Project

NFRMPO Planning Council



North Front Range  
Metropolitan  
Planning  
Organization

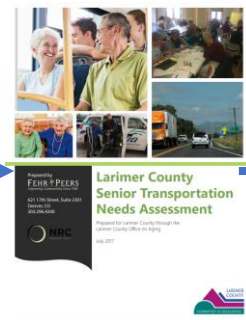
November 7, 2019

1

## Background



North Front Range  
Metropolitan  
Planning  
Organization



2

NFRMPO Planning Council

2

- Coordination between providers
  - Education
  - Marketing
- Leveraging funding
  - Planning



## Customized to the region



## Outreach and Steering Committee



- **Larimer County Mobility Committee**

- Transit agencies
- Human service agencies
- Advocates
- “Expert Panel”



- **Future need**

- Riders
- Weld County and community representatives

“Develop a **coordinated system** that **schedules rides** across multiple providers with **seamless and accessible options** for users”



5

NFRMPO Planning Council

5

- **NFRMPO is responsible for overall coordination**
- **Hire a Mobility Manager and host One Call/One Click Center at the NFRMPO**
  - Use AmeriCorps VISTA position for outreach, grant writing
  - Absorb and build on current Mobility Coordination program
- **Purchase trip discovery software**
- **Purchase trip scheduling software**

6

NFRMPO Planning Council

6

## Draft Budget



	2020	2021	2022	Total
Mobility Manager	\$93,000	\$93,000	\$93,000	\$279,000
AmeriCorps VISTA	\$24,000	\$24,000	\$24,000	\$72,000
Additional Staff Support	-	\$44,000	\$88,000	\$132,000
Indirect cost	\$97,000	\$104,000	\$137,000	\$338,000
Software (Dispatch and trip discovery)	\$60,000	\$75,000	\$75,000	\$210,000
Funds to match grants	\$50,000	\$50,000	\$50,000	\$150,000
<b>TOTAL</b>	<b>\$324,000</b>	<b>\$390,000</b>	<b>\$467,000</b>	<b>\$1,181,000</b>

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NFRMPO Planning Council

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## Budget and Funding



- **Possible funding:**
  - Additional 5310 funding from CDOT
  - Multimodal Options Funds (MMOF)
  - VanGo™ Surplus Funds
  - Other grants (NextFifty Initiative)
  - Local funding

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NFRMPO Planning Council

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## Next Steps

- **Larimer County Mobility Committee Discussion (November 21)**
- **Council approval of Implementation Plan and Coordinated Plan Amendment (December 5)**
- **Council discussion/approval funding sources**
- **Hire Mobility Manager**
  - Continue coordination efforts with riders, providers, advocates, and other stakeholders
  - Apply for grants
  - Begin RFP process to purchase software

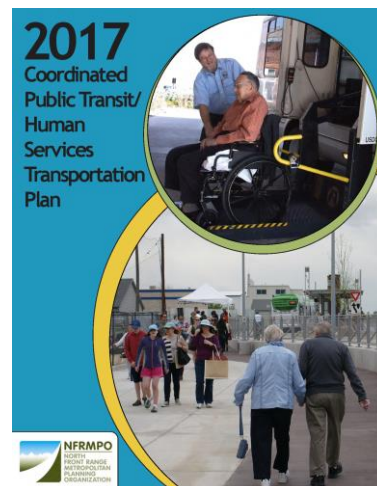
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NFRMPO Planning Council

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## Coordinated Plan Amendment

- **Added in One Call/One Click Center project as fifth goal area**
- **Solicited projects from Transfort, City of Loveland Transit (COLT), and Greeley Evans Transit (GET)**
  - Local and regional travel training
  - Accessible bus stops and amenities
  - Continuation of Dial-a-Taxi program



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NFRMPO Planning Council

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## Questions/Contact



**Alex Gordon, PTP**  
Transportation Planner II/  
Mobility Coordinator  
(970) 416-2023  
[agordon@nfrmpo.org](mailto:agordon@nfrmpo.org)

**Suzette Mallette**  
Executive Director  
(970) 416-2174  
[smallette@nfrmpo.org](mailto:smallette@nfrmpo.org)

## MEMORANDUM

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

**From:** Becky Karasko

**Date:** November 7, 2019

**Re:** Multimodal Options Fund (MMOF)

### Background

Senate Bill (SB) 18-001 established a Multimodal Options Fund (MMOF), which provides \$5.58M in FY2019 funds to be allocated by the NFRMPO. The match requirement for these State funds is 50 percent from any source other than MMOF.

As specified in the legislation, eligible project types for the MMOF include:

- Operating and capital costs for fixed-route transit;
- Operating and capital costs for on-demand transit;
- Transportation Demand Management (TDM) programs;
- Multimodal mobility projects enabled by new technology;
- Multimodal transportation studies; and
- Bicycle and pedestrian projects.

At their meeting on October 16, the Technical Advisory Committee (TAC) discussed the *Draft 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines* and draft application. Staff incorporated TAC feedback into the draft guidelines and application available at <https://nfrmpo.org/wp-content/uploads/draft-2019-mmof-call.pdf>. The Guidelines identify the proposed Call for MMOF Projects Process, including the schedule, eligible applicants, minimum project size, request maximums, project pools, and scoring criteria. The attached presentation identifies key elements of the proposed process.

### Action

Staff requests Planning Council members review the attached presentation and come prepared to discuss and provide feedback on the proposed Call for MMOF Projects process.




# Multimodal Options Fund (MMOF) Call - Discussion

NFRMPO Planning Council

November 7, 2019

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## Agenda




- MMOF Overview
- Integration with CDOT's Transportation Alternatives Program (TAP) Call
- Proposed NFR Call Process
  - Schedule
  - 2045 RTP integration
  - Eligible applicants
  - Project pools
  - Project size
  - Scoring

2

MMOF Call

2

Multimodal Options Fund (MMOF)




- State funds administered by CDOT from SB 2018-001
- NFR Funding Amount: **\$5.58M**
- Funding Year: FY2019
- Fund expiration: FY2023 (June 30, 2023)
  - NFR proposing to allocate through **FY2022** to provide buffer and encourage timely use of funds

3
MMOF Call

3

MMOF Goals




- An integrated multimodal transportation system that:
  - benefits seniors by making aging in place more feasible for them
  - benefits residents of rural areas by providing them with flexible public transportation services
  - provides enhanced mobility for persons with disabilities
  - provides safe routes to schools for children
  - Increases access to and/or usage of transit or multi-use facilities

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MMOF Call

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MMOF Eligible Project Types



- Operating and capital costs for fixed-route transit
- Operating and capital costs for on-demand transit
- Transportation Demand Management (TDM) programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Bicycle and pedestrian projects

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MMOF Call

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MMOF Match

- 50% match required: *any source other than MMOF*
- Match relief requests
  - CDOT determined eligibility
  - Match reduced or exempted
  - Additional evidence of “extraordinary need or disadvantage”
  - Request must be approved by the Transportation Commission

Match Relief Request Eligibility			
Local Government	Eligible	Eligible with Additional Evidence	Ineligible
Berthoud		X	
Eaton		X	
Evans	X		
Fort Collins			X
Garden City	X		
Greeley			X
Johnstown		X	
LaSalle		X	
Loveland			X
Milliken		X	
Severance		X	
Timnath		X	
Windsor			X
Larimer County			X
Weld County			X

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## Integration with TAP



- CDOT FY2021-2023 Transportation Alternatives Program (TAP) Call open October 1, 2019 – January 20, 2020
- **\$5.5M in federal funds** available for CDOT Region 4
- Design, planning, and construction of bicycle and pedestrian facilities eligible for MMOF and TAP
- 20% match requirement for TAP may be met with MMOF

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MMOF Call


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Step	Activity	2019			2020			
		Oct	Nov	Dec	Jan	Feb	Mar	Apr
<b>Call Process</b>	TAC Discussion	16 <sup>th</sup>						
	Council Discussion		7 <sup>th</sup>					
	TAC Recommendation		20 <sup>th</sup>					
	Council Action			5 <sup>th</sup>				
<b>Application Window</b>	Call Opens			6 <sup>th</sup>				
	Draft Due to CDOT				13 <sup>th</sup>			
	Call Closes				31 <sup>st</sup>			
<b>Scoring</b>	Committee Meeting					10 <sup>th</sup> -12 <sup>th</sup>		
<b>Award Approval</b>	TAC Discussion					19 <sup>th</sup>		
	Council Discussion						5 <sup>th</sup>	
	TAC Recommendation						18 <sup>th</sup>	
	Council Action							2 <sup>nd</sup>

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2045 RTP Integration




- Project must impact **at least one** 2045 RTP Goal
- Project must impact **at least one** 2045 RTP Performance Measure
- Non-motorized projects must impact a Regional Non-Motorized Corridor (RNMC) **OR** provide a safe route to school
- Projects that impact an RSC, RNMC, or RTC must be consistent with 2045 RTP corridor vision

9
MMOF Call

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Eligible Applicants




- NFRMPO local government members
  - Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government
- NFRMPO

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MMOF Call

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Project Pools



Three pools with \$1.86M each:

- Transit – 33%
- Bicycle and pedestrian – 33%
- Mobility/multimodal/other – 33%

Scoring committee can recommend moving funds between pools

Benefits of Pools

- Facilitates scoring
- Sets expectations for applicants
- Ensures funding for different project types


Disadvantages of Pools

- Pre-set proportions may not reflect demand/need
- No competition across project types

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MMOF Call

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Minimums and Maximums




- **Minimum Project Size**
  - \$150,000 for non-transit capital/infrastructure projects
  - \$50,000 for all other project types
- **Maximum Request per Sponsor**
  - Up to pool total (\$1,858,336) within each pool across 1 or more projects

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MMOF Call

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Scoring Committee



- Open to TAC, NoCo, LCMC, & WCMC members
- Voting Membership
  - **Required: 1 voting representative from each applicant (except NFRMPO)**
  - Optional: 1 voting representative from each non-applicant NFR member local government
- Non-voting membership
  - NFRMPO staff
  - representatives from agencies other than local governments
  - any additional scoring committee members from a particular NFR member local government

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MMOF Call


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	Evaluation Criterion	Possible Points
Scoring Criteria	Maximize Transportation Investment / Network Connectivity Improvement	20
	Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health	10
	Provide Transportation Equity	10
	Enhance Safety	10
	Project Readiness	20
	Integration with Plans and Community Documented Support	10
	Support 2045 RTP Goals and Performance Measures	10
	Partnerships <i>(Each partner must contribute at least 2% of total project cost for full points)</i>	10
	<b>TOTAL</b>	<b>100</b>

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Next Steps



**MMOF Call Process**


- Planning Council Discussion - November 7, 2019
- TAC Recommendation - November 20, 2019
- Planning Council Action - December 5, 2019

**Open Call – December 6, 2019**

15MMOF Call

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Questions?



**Becky Karasko, AICP**  
Transportation Planning Director  
[rkarasko@nfrmpo.org](mailto:rkarasko@nfrmpo.org)  
(970) 416-2257

16MMOF Call

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## **MEMORANDUM**

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: November 7, 2019**

**Re: 10-Year Strategic Pipeline of Projects Work Session**

### **Background**

CDOT is in the process of developing a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change.

Like the CDOT STIP, the NFRMPO has the Planning Council-adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2020-2023, which will be included in the first four years of CDOT's new 10-Year Strategic Pipeline of Projects.

At the October 3 Planning Council meeting, a Work Session on the 10-Year Strategic List of Projects was held. During this Work Session, NFRMPO staff received direction from Planning Council to focus on I-25 and the US highways and others of statewide significance in the region and to use the potential criteria the Transportation Commission discussed at their September meeting to create a list of projects for the NFRMPO region for incorporation into CDOT's List. Additionally, projects on statewide significant corridors and Regionally Significant Corridors (RSCs) within the region were included.

Following this direction from Planning Council, a Work Session was held during the October 16 TAC meeting. During the Work Session, TAC members developed the following list and ranking of priority corridors for the NFRMPO region:

1. I-25
2. US34
3. US85
4. US287
5. SH392 & SH14



Following Planning Council approval of the list and ranking, TAC members and NFRMPO Staff will convene a subcommittee to rank projects along each corridor, to ensure the top priorities within each corridor are also reflected.

## **Action**

Staff and TAC request Planning Council members provide feedback and input on the corridors identified and the process described above.



## **MEMORANDUM**

To: NFRMPO Council  
From: Suzette Mallette, Executive Director  
Date: November 7, 2019  
Re: Wellington NFRMPO Membership Process

### **Background**

The Town of Wellington has asked the NFRMPO to consider adding them as a new member. The Town of Wellington believes they are more closely aligned with the City of Fort Collins and the NFRMPO rather than the Upper Front Range (UFR) Transportation Planning Region. The predominant commute pattern is between Fort Collins and Wellington for work as well as other items like shopping, recreation and medical services.

There are two parallel processes to achieve for the Town of Wellington to make this change. The first is a State process for leaving the UFR. The Town of Wellington needs concurrence from the UFR, in the form of a Resolution, agreeing to leaving the UFR. The second process is the petition for inclusion to the NFRMPO, also in the form of a Resolution which is a Federal process.

The Town passed a Resolution 34-2019 (attached) on October 8, 2019 supporting the move to the NFRMPO. The Town of Wellington is intending to have this item on the December 5, 2019 UFR meeting agenda followed by the item at the NFRMPO meeting on the same date.

If all agreements are made and the Resolutions passed, NFRMPO staff will process the necessary paperwork to meet Wellington's request. The request to join the NFRMPO is approved by the Governor.

### **Action**

This is a discussion item.

RESOLUTION 34-2019

A RESOLUTION OF THE TOWN OF WELLINGTON, COLORADO AUTHORIZING THE MAYOR AND TOWN ADMINISTRATOR TO PETITION THE NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION (NFRMPO) FOR MEMBERSHIP

**WHEREAS**, the NFRMPO has the mission to promote regional transportation and transportation related air quality planning, cooperation, and coordination among federal, state, and local governments within a certain geographical area referred to in the Articles of Association as the "Area;" and

**WHEREAS**, membership within the NFR MPO Council is based upon the recognition that people within the Area form a community bound together physically, environmentally, economically, and socially; and

**WHEREAS**, the NFR MPO Council has the purpose, through its participating membership and its programs, to provide local officials with a means of responding more effectively to regional and state transportation and transportation related air quality issues and means; and

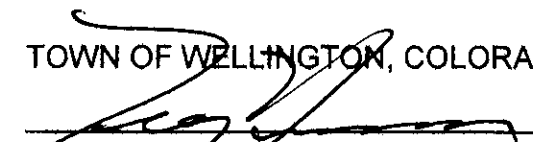
**WHEREAS**, Article IX of the NFR MPO Articles of Association allow amendments to the Articles to include changes to the NFR MPO boundary and inclusion of any general-purpose local government within the area by an affirmative vote of a majority of the representatives present and voting; and

**WHEREAS**, it has been determined by the Town Board of Trustees that it would be in the best interests of the Town of Wellington that the Town become a member of the NFR MPO Council.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN BOARD OF TRUSTEES FOR THE TOWN OF WELLINGTON, COLORADO**, that the Mayor and Town Administrator shall be authorized to petition the NFR MPO for membership on the Council.

PASSED AND ADOPTED AT A REGULAR MEETING OF THE TOWN BOARD OF WELLINGTON, COLORADO, THIS 8<sup>th</sup> DAY OF OCTOBER 2019.

TOWN OF WELLINGTON, COLORADO

  
Troy Hamman, Mayor

ATTEST:



Ed Cannon, Town Administrator/Clerk



North Front Range MPO Area - Project Status Updates (10/29/2019)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14/US287 Flood Repair NW of Fort Collins	<i>Construction is complete</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Construction is complete</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway.</i>
Wellington to WYO Cable Rail	<i>Advertisement November 2019</i>
Vine Drive Bridge	<i>Construction is underway.</i>
Segment 6 (SH56 to SH402)	<i>Construction is underway.</i>
<b>US34</b>	
Big Thompson Canyon Flood Repair	<i>Construction is complete</i>
US34 & US85 Interchange	<i>In design</i>
US34 & Weld County Rd 17 Interchange	<i>In design</i>
US34 & 35 <sup>th</sup> Ave Interchange	<i>In design</i>
US34 & 47 <sup>th</sup> St Interchange	<i>In design</i>
<b>SH60</b>	
WCR 40 Intersection Improvements	<i>Construction is complete</i>
Over the South Platte River	<i>Construction is substantially complete</i>
<b>US287</b>	
SH1 to LaPorte Bypass	<i>Construction is substantially complete</i>
Foothills Parkway Intersection	<i>Materials delays. Construction in early 2020</i>
Owl Canyon Rd Feasibility Study	<i>Underway. Expected completion by Fall 2019</i>
<b>ADA Curb Ramp Program</b>	
Greeley ADA Curb Ramps Phase 1	<i>Construction is complete</i>
Loveland ADA Curb Ramps Phase 1	<i>Construction is complete</i>
Windsor Curb Ramps	<i>Construction is complete</i>





## STAC Summary – September 27, 2019

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
  - a) August STAC Minutes approved without changes.
- 2) **CDOT Update and Current events**-Herman Stockinger, CDOT Deputy Director
  - a) Presentation:
    - i) **Funding Decisions:** Getting ready to bring a few funding decisions to TC:
      - (1) Funding Allocation: TC decided that we can assume the greater amount of \$1.6 billion in funding allocations
      - (2) Prior Funding Commitments: TC agreed to proceed with prior funding commitments of \$122M for the previous SB 267 list, \$310M for I-25 North, and ongoing funding for the Rural Roads Investment program.
      - (3) Rural Roads Program: TC decided we should invest 25% (\$112 million) of the available funds toward non-interstate rural (counties with populations under 50,000) road pavement needs, and invest 75% in the mix of remaining interstate/non-interstate project types.
      - (4) Guiding Principles: TC decided on a set of broad guiding principles to evaluate and prioritize projects. The principles are grouped into the following categories: safety, mobility, economic vitality, asset management, strategic nature, and regional priority. TC acknowledged that while the categories can be part of a framework approach for the 10 Year Pipeline of Projects, they will serve more as guiding principles for the SB 267 prioritization given the faster timeline.
    - b) STAC Discussion: In response to questions regarding timing, staff clarified that the total \$1.6 billion is expected to be distributed over a 3 year timeframe. Staff clarified that the \$1.6B does not include the potential funding from Proposition CC, and that the prior commitments will come out of the \$1.6B, but rather than coming off of the top, the total pot will be allocated to regional targets.
- 3) **Transportation Commission Report** – Norm Steen (STAC Vice-Chair)
  - a) Transportation Commission:
    - i) **Safety:** The Strategic Safety Plan initiated in 2015 is under review with anticipated adoption in early 2020. The Zero Deaths Program was discussed at length with extensive reference to STAC recommendations.
    - ii) **Budget Changes:** “On Track” and Dashboard reporting will be used in the upcoming budget cycle to make the process more transparent and to streamline project management.
    - iii) Proposition CC will be on the ballot in November, and could bring \$123.6M to CDOT’s budget according to the Office of State Planning and Budget’s estimates.
    - iv) **SWP Formula vs. Framework approach:** TC decided on a framework approach for the 10 Year Pipeline of Projects prioritization process given the flexibility needed to accommodate the differences between urban and rural settings.
  - b) STAC Discussion: N/A
- 4) **TPR and Federal Partner Reports** – TPR Representatives and FHWA Representatives
- 5) **Emerging Mobility-** Sophie Shulman, CDOT Chief of the Innovative Mobility
  - a) Presentation: SB-239 instructs CDOT to organize a stakeholder working group to study ways to mitigate the impacts that TNC’s and other mobility services have on congestion levels and air quality.
    - (1) **Stakeholders:** Stakeholder groups include local governments, industry representatives, the Colorado Energy Office, the Department of Revenue, and CDOT.

- (2) Services examined include Peer2Peer services, car/ride sharing services, residential delivery services, and traditional services such as taxis
- (3) Deadlines: The last stakeholder meeting is October 24, 2019, the final report is due November 2019, and recommendations to the Legislature will be due on January 15, 2020.
- b) STAC Discussion: A STAC member asked if the utility companies were represented in the discussion about EV given that it will require new infrastructure to accommodate the electric load. Staff responded that those issues were being addressed by other groups that are focused more closely on electrification. Staff reiterated that Uber and Lyft were included in the study of how to mitigate impacts without crippling the mobility options that they offer.
- 6) **Statewide and Regional Transportation Plan Update**- Rebecca White and Tim Kirby, Division of Transportation Development
  - i) Where we've been: Received over 9,000 survey responses, 17,305 mapped comments, and reached over 16,000 people through telephone town halls. Currently, working on how to reconcile the outreach comments with the more robust conversations in the TPR meetings.
  - ii) Midpoint Report: All of the feedback will be rolled up into a Midpoint Report to be delivered next month for STAC to review and share.
  - iii) What we've heard: Congestion/growth, safety and lack of travel options remain the three biggest priorities statewide.
  - iv) Target for SB-267 list is the November or December TC
  - v) The 10 Year Pipeline and SWTP: Currently working on the 2<sup>nd</sup> round of TPR meetings. Hoping to bring the 10 Year Pipeline of Projects to TC in March. The projects that do not make it into the 10 Year Pipeline will still live in the RTP and the Appendix of the SWTP.
- STAC Discussion: Questions were raised about how the established \$1.6B funding level intersects with the STIP/TIP/10 year pipeline and how the last 6 years of the pipeline will be financially constrained. Staff clarified that the \$1.6B will be distributed through the STIP/TIP portion of the pipeline (first 4 years) and that the remaining 6 years will be constrained based on whatever funding levels TC decides should be assumed (\$300-\$500 million anticipated) for each of the following 6 years. Questions were raised as to how that amount would be distributed equitably. Staff clarified that STAC/TC would need to discuss this and come up with a balanced approach. STAC members debated the value of a formula approach, and to what extent it would be possible to build consensus around such an approach. In response to questions about how mega projects that exceed TPR funding capacity would be accounted for in the plan, staff clarified that those projects should still be included in the RTP and the appendix of the SWTP.
- 7) **CDOT Budget Update** – Jeffrey Sudmeier, CDOT Chief Financial Officer
  - a) The budget format is changing for FY 21 to increase transparency, legibility, and efficiency.
  - b) The new format simplifies the budget by consolidating program categories and aims to better illustrate connections between revenue allocations with roadway improvements. It also better tracks expenditures with monthly budget to actuals reports.
  - c) Dates: The new budget draft will be reviewed with TC in October and then will come back to finalize the draft in January 2020, with the review of the final budget in March.
  - d) STAC Discussion: In response to a question regarding how program managers will be able to decipher roll forward funds from the current budget, staff clarified that “On Track” and dashboard tools will allow Program Managers to check the status of these funds at any time.
- 8) **Adjourn**