

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA

December 5, 2019

Windsor Public Works Complex

922 N. 15th Street, Windsor, 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-November 7, 2019 (Pg. 8)

Estimated Time

EXECUTIVE SESSION:

- 3) To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel

30 min

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

- 4) Air Pollution Control Division (APCD) (Pg. 13) (Written)
- 5) Regional Air Quality Council (RAQC) (Pg. 14) (Written)

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

Estimated Time

- 6) Report of the Chair
 - Senate Bill Funds Kristie Melendez 5 min
- 7) Executive Director Report Suzette Mallette 5 min
- 8) Finance (Pg. 16) Written/D. Clark
- 9) TAC (Pg. 18) (Written)
- 10) Larimer County Mobility Committee (Pg. 19) (Written)

PRESENTATIONS:

- 11) Front Range Passenger Rail Commission Governance Options (Pg. 21) Andy Karsian 10 min

CONSENT ITEM:

- 12) 3rd Quarter Unaudited Financials (Pg. 22) Merideth Kimsey
- 13) UPWP Budget Amendment (Pg. 36) Becky Karasko

Resolution 2019-28

ACTION ITEM:

- 14) November 2019 TIP Amendment (Pg. 40) Medora Bornhoft 5 min
- Resolution 2019-29**
- 15) Wellington NFRMPO Membership (Pg. 45) Suzette Mallette 10 min
- Resolution 2019-30**
- 16) Multimodal Option Fund (MMOF) Process (Pg. 49) Becky Karasko 10 min
- 17) 2020 Officer Elections Kristie Melendez 10 min

DISCUSSION ITEM:

- 18) Expansion of Mobility Program (Pg. 65) Alex Gordon 15 min
- 19) Loveland CNG Fueling Station (Pg. 76) Dave Klockeman 5 min
- 20) FY2019 TIP Project Delay Review (Pg. 81) Medora Bornhoft 5 min
- 21) 10-Year Strategic List of Projects (Pg. 83) Becky Karasko 15 min

COUNCIL REPORTS:

- | | | |
|--|---------------------------------|--------------|
| Transportation Commission | Kathleen Bracke/Heather Paddock | 5 min |
| I-25 Update | Dave Clark/CDOT | |
| Statewide Transportation Advisory Committee (STAC) | (Written) | |
| Host Council Member Report | Kristie Melendez | 5 min |

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

MPO Planning Council

NEXT MPO COUNCIL MEETING:

January 9, 2020
Town of Berthoud



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

Brett Payton, Councilmember

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)

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NO_x	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
PL112	Federal Planning (funds)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

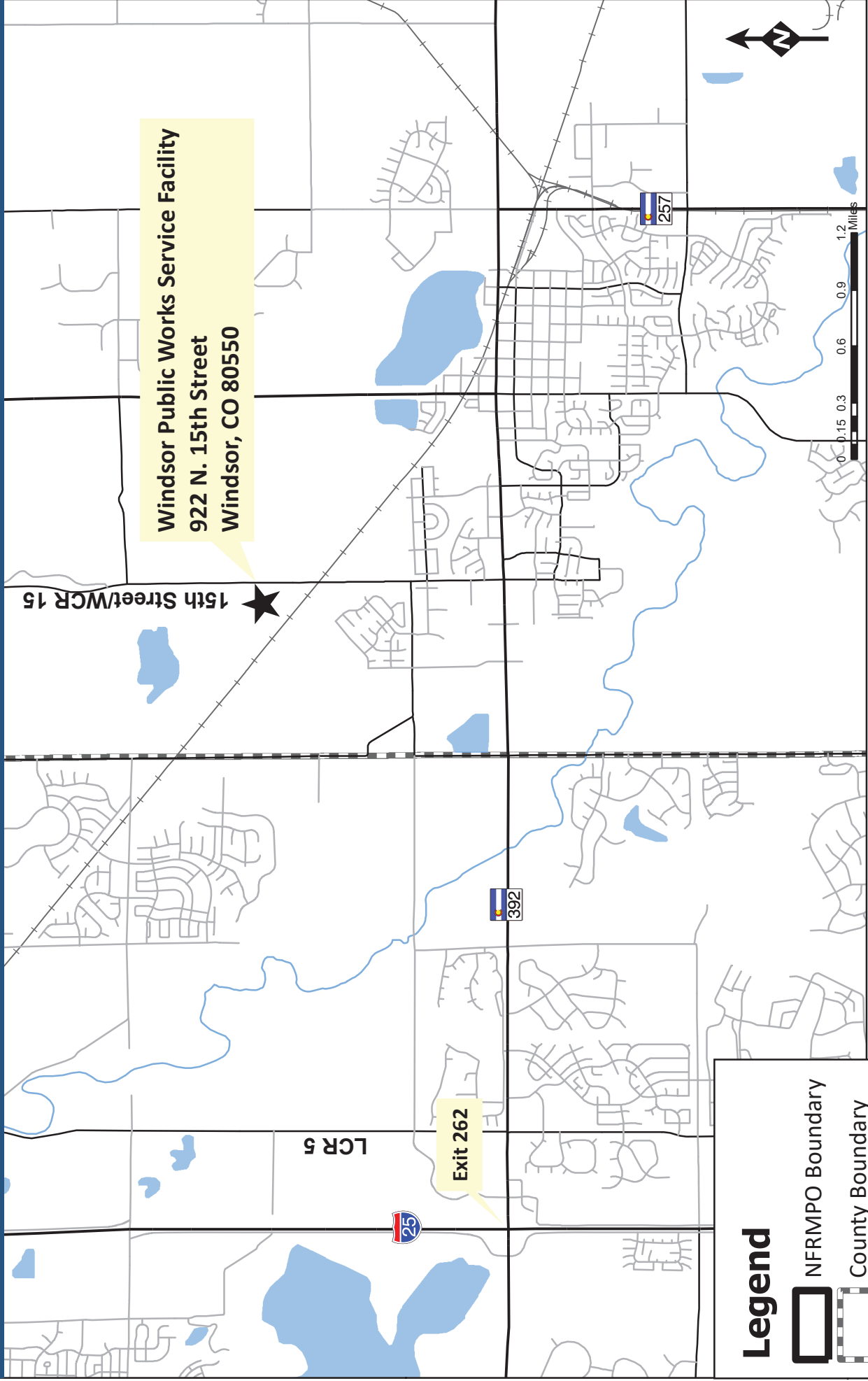
GLOSSARY (cont'd)

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

NFRMPO Planning Council Meeting

Thursday, June 7, 2018

Windsor Public Works Facility - 922 N. 15th Street



Legend

- NFRMPO Boundary
- County Boundary
- Rivers
- Lakes



May, 2018

Sources: CDOT, NFRMPO

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

**November 7, 2019
Fort Collins Community Building
281 N. College Ave.
Fort Collins, CO**

Voting Members Present:

Kristie Melendez - Chair	-Windsor
Kevin Ross	-Eaton
Mark Clark	-Evans
Kristin Stephens	-Fort Collins
Robb Casseday	-Greeley
Tom Donnelly	-Larimer County
Dave Clark	-Loveland
Don McCleod	-Severance
Lisa Laake	-Timnath
Barbara Kirkmeyer	-Weld County
Kathleen Bracke	-Transportation Commission

Voting Members Absent:

William Karspeck	-Berthoud
Rick Coffin	-CDPHE
Fil Archuleta	-Garden City
Troy Mellon	-Johnstown
Paula Cochran	-LaSalle
Elizabeth Austin	-Milliken

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; and Alex Gordon, Mobility Coordinator/Transportation Planner II.

In Attendance:

Dawn Anderson, Jeff Bailey, Frank Baszler, Jim Becker, Dan Betts, Jason Brabson, Cari Brown, Ed Cannon, Rich Christy, Jill Couch, Chad Crager, Jim Eussen, Danny Giltinan, Troy Hamman, Wayne Howard, Lanie Isbell, Mark Jackson, Will Jones, Dave Kisker, Dave Klockeman, Shoshana Lew, Katy Mason, David May, Bob McClusky, Mark Peterson, Hunter Rivera, Len Roark, Robin Stoneman, James Usher, Rebecca White, and Angela Woodall.

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

Public Comment:

There was no comment from the public.

Move to Approve Agenda:

Ross **moved** to approve the, *November 7, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Casseday **moved** to approve the *October 3, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Melendez opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

No APCD report was provided.

Regional Air Quality Council (RAQC)

A written RAQC report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Melendez opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair Melendez recalled a request from RAQC in September for financial assistance with administrative costs and programs not funded by CMAQ allocations or other sources. She said the Town of Windsor and other entities had declined to respond to the request as it was not seen as an appropriate direction for their community or Northern Colorado as a whole.

Melendez acknowledged Robb Casseday for his many years serving on the Council and thanked him for his efforts and dedication while a member. Other Council members acknowledged Casseday for his many successes and he was presented with a plaque and treats.

Executive Director Report:

Malette provided information on the following:

- A list of the MPO's new phone numbers was handed out. The 800 number was not changed.
- The Executive Director Survey recently went out to Council, TAC, and staff. Some emails were delayed a few days, but everyone should have received theirs as of November 8th.
- Two dates on the 2020 Council calendar fall next to a federal holiday; January 2 and July 2. Council voted to have both dates moved to the next Thursday, the 9th in both cases. The complete calendar will go out before the December meeting.
- February 6th on the 2020 Council calendar did not have a host. Mayor Ross offered to hold the meeting in Eaton.

TAC:

A written report was provided.

Mobility:

A written report was provided.

Quarterly TIP Modification Update:

A written report was provided.

Consent Item:

2020 VanGo™ Fare Increase

D. Clark **moved** to approve *RESOLUTION NO. 2019- 26 TO APPROVE A FARE INCREASE FOR THE VANGO™ VANPOOLING PROGRAM FOR CALENDAR YEAR 2020*. The motion was **seconded** and **passed** unanimously.

Action Items:

Financial Policy Amendment

Mallette explained the UPWP Budget Policy Amendment was a discussion at the August Finance Committee meeting and helps clarify which circumstances are appropriate for the Finance Committee to make approvals and when a vote of the Council is required.

D. Clark **moved** to approve *RESOLUTION NO. 2019-27 TO APPROVE A FINANCIAL POLICY AMENDMENT*. The motion was **seconded** and **passed** unanimously.

Discussion Items:

One Call/One Click Business Plan

Alex Gordon, Mobility Coordinator/Transportation Planner II, gave the One Call/One Click Center Project presentation to the Council noting presenting the project to Council now provided them the timely opportunity to direct a portion of the Multimodal Options Fund (being discussed later in the meeting) to the \$1.2M needed for the 3-year incubation plan of the regional human service program. Donnelly explained the MMOF was a onetime set aside fund of \$5.6M of from Senate Bill 1 and there would be a 50% match required when using any portion of that money.

Council had a comprehensive discussion regarding the perceived need for \$1.2M funding to create the necessary infrastructure and the ability to sustain the program beyond the suggested three years, the potential financial burden to the communities, the overall use and benefit of transit funds, and having performance measures built in which would require a continued trajectory of growth. Council expressed their general approval of the program but requested the additional information addressing their concerns, which MPO staff committed to provide. The item will return for action at the December Council meeting.

Chair Melendez requested the Wellington Membership Process be moved up on the agenda to accommodate the schedule of the Town of Wellington Mayor and Manager. Council agreed to reorder the agenda.

Wellington NFRMPO Membership Process

Mallette presented the Town of Wellington-MPO Membership Process highlighting both the state and federal processes required for Wellington to acquire NFRMPO membership. Mayor Troy Hamman and Town Manager, Ed Cannon were introduced to the Council. Hamman thanked the Council for their consideration and noted the benefits he recognized with Wellington joining the North Front Range Planning Council. Concerns were raised and discussed regarding what financial impacts there may be to either planning region. This item will go to the Upper Front Range MPO (UFR) on December 5th for approval to leave their membership, based on those results, it may go to the NFRMPO for approval later the same day.

Multimodal Options Fund (MMOF)

Becky Karasko, Transportation Planning Director, presented the MMOF Call to the Council procedure process. She noted the scoring committee for the call was open to TAC, NoCo, LCMC, & WCMC members, and required one voting member from each applicant entity attend. MPO staff are non-voting representatives. She also clarified it was up to eligible individual communities to appeal to the Transportation Commission with their match relief

requests. Council was amenable to the funding and the transit, Bike & Ped, and Mobility/Multimodal categories but questioned definitions and potentially reallocating points across the criteria. TAC will review and provide additional information following their November meeting. MPO staff will present the information to Council for approval at the December meeting.

10-Year Strategic List of Projects

Malette distributed a list of funding sources and proposed projects to help the Council distinguish projects needing to be prioritized for CDOT's 10-year project pipeline from those receiving funding through various Senate Bills. She identified the Region 4 highway projects presented to STAC in October. The list identified North I-25 Segments 7 & 8 receiving \$220m while prior Transportation Commission (TC) commitments had identified up to \$310M. Additionally, there was a project on SH119 that identified \$30M and was not seen by all to be a project that should be included. There was disagreement at STAC over the list of projects with no recommendation to the TC on the project list.

Chair Melendez recognized CDOT Director Lew, and Rebecca White, Director, Division of Transportation Development, had joined the meeting. Director Lew discussed the Proposed Project List, explaining the inclusion of the \$30M for SH119 Safety/Mobility Improvements, and agreeing to honor prior commitments for funding the completion of North I-25, Segments 7 & 8. The Council requested a letter be drafted memorializing Director Lew's commitment.

Karasko's presented TAC's recommendation of priority corridors from their October 16th work session. Council indicated they agreed with the list of priority corridors but preferred to prioritize the projects within all these corridors, rather than the corridors themselves, noting projects of any size and cost should be considered.

Following a robust discussion, the Council directed TAC and staff to review criteria from project lists of current regional plans; *2045 Regional Transportation Plan*, US85 and US34 PEL studies, and the Region 4 2018 Ballot Project List to help create a prioritized project list from the identified corridors and develop an appropriate ranking process. The project list and ranking process should be available to the Council at the December 5 meeting. A work session with the elected officials may be requested to evaluate the proposed process and priority list.

Council Reports:

Transportation Commission Report /CDOT Region 4

A Project Status Update for October 29, 2019 was provided. Bracke reported Governor Polis' office hosted a transportation funding roundtable discussion recently to review what funding was needed and what options may be available. A presentation was given by the Colorado Metro Mayors Caucus called "Empower MPO's" which may also be beneficial to the NFRMPO. There was also a presentation on Front Range Passenger Rail after which smaller tabletop discussions were held to discuss different types of funding mechanisms and heading off potential risks, such as rural vs urban areas. Other similar roundtable discussions are expected in the near future. Bracke encouraged all to participate.

I-25 Update

No updates were given.

STAC Report

A written report was provided.

Host Council Member Report- Stephens welcomed everyone to Fort Collins and reported the Fort Collins City Council went to Washington D.C. recently to meet with the DOT, the Legislative Delegations, including staff from Senators' Bennett and Gardner, Representative Joe Neguse, and the President's intergovernmental staff. Discussions were heard on Train noise, long trains, I-25 funding, and the City of Fort Collins' potential upcoming BRT on West Elizabeth. Although there were no specific opportunities to promote I-25, Segment 5 was mentioned, and she hopes there will be positive feedback from their visit.

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

An I-25 Segment 6 presentation from CDOT in December or January was suggested.

The meeting was adjourned at 9:40 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



Dedicated to protecting and improving the health and environment of the people of Colorado

Monthly Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council

- Air Pollution Control Division Updates - Dena Wojtach accepted the position of Planning and Policy Manager after serving as the interim manager for over a year. Clay Clarke accepted the new role of Climate Change Unit Supervisor. In his previous role Clay acted as legal counsel for the division and the Colorado Energy Office.
- The November 21, 2019 Air Quality Control Commission (Commission) meeting summary is included below. The meeting materials are available in the following [Google folder](#).
 - Kristy Richardson, State Toxicologist with CDPHE, and John Putnam, CDPHE's Environmental Programs Director, briefed the Commission regarding the state-funded health risk modeling study conducted by ICF International, an environmental and health consulting company, entitled "Human Health Risk Assessment for Oil and Gas Operations in Colorado."
 - The division presented a report of the Smoke Management Program.
 - John Putnam of CDPHE, Zach Pierce of the Office of the Governor, Will Toor of the Colorado Energy Office and the Division briefed the Commission regarding the development, scope, and timing of a Greenhouse Gas Roadmap to achieve Governor Polis' vision of swift adoption of renewable energy and emission reductions across the economy consistent with HB19-1261.
 - Sara Heald of the Division briefed the Commission on the progress towards implementing SB19-096, which establishes requirements for the reporting of greenhouse gas emissions and more frequent updates to the statewide greenhouse gas inventory, including the need to reduce transportation-related emissions to meet ozone standards.
- Upcoming AQCC Meeting Agenda Items - December 10-19, 2019:
 - Regulation Number 3: The Commission will consider revisions to Regulation Number 3 including State Implementation Plan (SIP) strengthening measures specific to the oil and gas sector reporting and permitting requirements and additional SIP clean-up.
 - Regulation Number 7: The Commission will consider revisions to Regulation Number 7 including State Implementation Plan (SIP) strengthening measures concerning additional emission reduction requirements for the oil and gas sector and reasonably available control technology (RACT) requirements for major sources of VOC and/or NO_x in the Denver Metropolitan North Front Range Ozone Nonattainment Area; SIP clean-up revisions; and additional state-only, state-wide emission reduction, recordkeeping, and reporting requirements for the oil and gas sector.



Date: November 22, 2019

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

Strategic Planning

The Board and staff continue working on a strategic plan for the RAQC. The following mission and vision statements have been approved, and continuous improvement measures are under development.

Mission (or purpose): “We collaborate to improve air quality and protect Colorado’s health, environment and economy through planning, policy development and program implementation.”

Vision (or view of the future): “Clean air provides us the opportunity to breathe easy.”

Serious Ozone Plan Development Timeline

Staff is developing the “Serious Area Ozone State Implementation Plan”. Over the next eight months, “SIP chapters” will be developed and presented to the Board, culminating in a complete plan for public input and Board approval. Recommendations to the Air Quality Control Commission will then occur. Emissions reduction strategy development is occurring on a parallel path.

Control Strategy Committee

The Committee is presently evaluating emission reduction strategies for gasoline and diesel vehicles, covering fuel blends and technology measures that lower emissions. The establishment of a clean air fund to incentive and fund non-traditional air pollution control programs is also under discussion. The next meeting of the committee is scheduled for December 11.

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

The RAQC is supporting the Air Pollution Control Division's proposed rules to further reduce emissions from the oil and gas sector with suggestions to deploy alternative emissions monitoring and leak detection technologies, emissions reporting flexibility approaches, and safety/practicality considerations. The Air Quality Control Commission's rulemaking hearing is scheduled for December 17-19.

Budget and Work Program

Staff has drafted and presented to the Board a proposed 2020 budget and work program. The budget reviews income and expenditures for 2019 with estimated projections for 2020. The 2020 work program first reviews the 2019 highlights and deliverables, then details staff priorities and deliverables for 2020. Board discussion and action will occur at its December 6 meeting.

Board Member Briefings

An informational presentation on oil and gas well development and operations was provided to educate Board Members on this important segment of Colorado's energy economy. Understanding the basics of well development and operations is important when considering the options and opportunities for emissions reductions.

An excellent presentation on transit operations for the North Front Range Region was provided by Suzette Mallette from the North Front Range Metropolitan Planning Organization. Suzette covered the fixed-route services and perspectives on future challenges and opportunities. The Regional Transportation District will provide a complimentary presentation on its Denver metro operations at the December 6 Board meeting.

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

November 20, 2019

7:30 a.m.

First Watch

1205 Main Street

Windsor, CO

Members Present

Dave Clark

Kevin Ross

Staff Present

Suzette Mallette

Merideth Kimsey

Alex Gordon

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

Approval of Minutes:

The minutes of the August 21, 2019 meeting were accepted.

Discussion Item:

Expansion of Mobility Program – Gordon presented a memo in response to the concerns raised at the November Council Meeting. It was highlighted that the MPO already has a mobility program and that the request is to expand this program to include additional services with an ultimate goal of establishing a On Call/One Click Center. Gordon let the committee know that there was already interest from outside parties such as United Way of Weld County and Larimer County Office on Aging in providing local match funding for potential grants. When concerns were raised as to how the project would be evaluated and the long term funding of the program staff proposed presenting metrics to the council in the form of a dashboard similar to the VanGo™ metrics.

The committee requested that the expansion of the mobility program be brought back to council as a discussion item in December. Ross requested that staff prepare specific milestones for what they feel a successful program would look like to be presented as part of the council discussion. Clark requested a portion of the discussion be committed to a detailed walk through of the proposed three year budget. Due to funding being available through the Multimodal Options Fund to fund the expansion plan for the first three years, Staff requested that \$600,000 of these funds be reserved while the expansion is brought back to council for discussion until it can be an action item in January.

The committee recommends that the requested funds be reserved until the expansion of the mobility program can be brought as to council as an action item in January.

3rd Quarter Unaudited Financial Statements:

The 2nd Quarter Financial Statements were reviewed. The Statement of Net Position and Statement of Revenues, Expenditures & Changes in Fund Balance for the MPO were reviewed. While reviewing the

Statement of Revenues, Expenditures & Changes in Fund Balance, staff noted large budget variances were flagged and explained in the accompany footnotes.

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

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

The committee reviewed in more detail consultant and professional costs.

The Cash and Investment Institution Listing was reviewed noting a total of \$4,160,906 of investments. These are split \$ 456,644 to the MPO and \$3,704,262 to VanGo™

The committee recommends Council accept the 3rd Quarter Unaudited Financial Statements.

The meeting was adjourned at 8:20 a.m.

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

APPROVAL OF THE OCTOBER 16, 2019 TAC MINUTES

Nelson moved to approve the October 16, 2019 TAC minutes. Relford seconded the motion, which was approved unanimously.

ACTION ITEMS

November 2019 TIP Amendment – Davis stated the Poudre Express project local funding should be revised from \$0.6M to \$1.095M. Oberschmidt moved to approve the November 2019 TIP Amendment with the proposed revision. Relford seconded the motion, which was approved unanimously.

Multimodal Options Fund (MMOF) – TAC recommended increasing the safety scoring criterion to 20 points and reducing the project readiness criterion to 10 points. Mallette recommended \$600,000 be set aside from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project to be submitted by the NFRMPO. Schneiders moved to approve the MMOF Call for Projects process with the proposed revisions. Nelson seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision – Klockeman stated the CNG Fast Fill Station CMAQ Grant from the 2016 Call for Projects, initially awarded to Larimer County for two stations, was transferred to Loveland and that Fort Collins constructed a shared station using separate funds. The Loveland station costs are higher than anticipated and the City needs to use the full funding amount. The station will allow Loveland to convert vehicles to CNG and will be open to Larimer County and CDOT vehicles. Relford requested the emissions benefits for the unfunded 2016 CMAQ project applications be calculated using the updated emissions methods.

2016-2020 NFRMPO Targets for Safety Performance Measures – Cunningham stated DOTs and MPOs are federally required to annually set targets for five safety performance measures. The NFRMPO must either set its own targets as a five-year rolling average for 2016-2020 or support the State's targets set by CDOT by February 29, 2020. CDOT set its 2016-2020 targets based on the 2013-2018 statewide rolling average in August. NFRMPO staff are still processing 2013-2018 data for the region. TAC indicated support for adopting the State targets if regionally specific data cannot be processed in time.

FY2019 TIP Project Delay Review – Bornhoft stated seven projects or project components with STBG, CMAQ, or TA funding have a delay according to the FY2019 TIP delay review. TAC indicated support for providing extensions to two projects with a first delay. TAC indicated support for Planning Council granting extensions through June 30, 2020 for the Larimer County LCR17 project and the Loveland VMS sign project. Loveland's COLT project is no longer delayed. Weld County is not requesting an extension for the remaining two components of the CNG Vehicles project and plans to return funds to the pool due to the Buy America waiver suspension.

10-Year Strategic Pipeline of Projects – Karasko stated Planning Council will hold a Work Session on December 13 to discuss criteria for ranking projects. TAC members were asked to review the project candidate list for accuracy and completeness. The Pipeline of Projects will also be discussed at the December 6 Statewide MPO meeting. TAC members discussed using the Transportation Commission (TC) preliminary criteria as a starting point for ranking projects, incorporating local funding commitments, and measuring the statewide significance of a project. TAC may schedule a Work Session in December to ensure a prioritized list is ready for the January 9, 2020 Planning Council meeting.

Larimer County Mobility Committee (LCMC)—MINUTES

November 21, 2019

1:38 p.m. – 3:23 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Jim Becker, PAFC
- Jill Couch, Pro-31 Safe Driving LLC
- Ruth Fletcher-Carter, RAFT
- Arisha Franco, Northern Colorado Clean Cities
- Erica Hamilton, TransitPlus
- Diego Lopez, Northern Colorado Clean Cities
- Katy Mason, Larimer County Office on Aging
- Sheble McConnellogue, Northern Colorado Clean Cities
- Moira Moon, CDOT DTR
- Kathy Murphey, TransitPlus
- Connie Nelson-Cleverley, SAINT
- Bridie Whaley, COLT
- Angela Woodall, Foothills Gateway

NFRMPO staff: AnnaRose Cunningham, Alex Gordon

2. Review of Agenda

3. Public Comment (2 minutes each)

No public comment received.

4. Approval of September 19, 2019 Meeting Minutes

Becker moved to approve the meeting minutes. Couch seconded the motion, which was approved unanimously.

ACTION ITEMS

1) 2017 Coordinated Plan Amendment

Gordon reported the item was brought to the November Planning Council meeting and received no comments. Couch moved to approve the 2017 Coordinated Plan Amendment, Woodall seconded the motion, and the item was approved unanimously.

DISCUSSION ITEMS

1) Larimer County Senior Transportation Implementation Plan

Hamilton reviewed the process which produced the Larimer County Senior Transportation Plan. Hamilton noted Health and Human Service (HHS) funding can be used as local match to FTA Sections 5307, 5310, and 5311. Gordon noted the NFRMPO submitted an application for the trip discovery software to the CDOT Consolidated Capital Call for Projects.

Becker asked for clarification about IT. Hamilton noted IT support is usually included in the initial contract. Fletcher-Carter noted more funding should be available for a variety of marketing, including radio ads, billboards, and other media used by older adults. Fletcher-

Carter also noted there is a focus on technology, but there needs to be staff available to assist older adults who are not proficient in technology.

The group discussed implementation schedules. Some providers noted they would like time to acclimate, while other LCMC members noted there is a need that needs to be met now. Mason noted nobody will ever be fully comfortable but that should not slow the process. Couch noted the Mobility Manager will need time to get ready and acquainted with providers, the technology, and implementation, but the process should continue moving forward.

2) 2020 Meeting Schedule

Gordon asked for clarification about next steps. The following items were discussed as possible next steps for the LCMC overall and members of the group:

- Northern Colorado Clean Cities presentation
- Member presentations
- Outreach and Communication Plan – how will we include riders in the process?
- What is the purpose of the LCMC with the project moving forward?
- Inclusion of healthcare providers in the process
- Reporting, data, and customer service standards
- Gaps analysis

LCMC MEMBER REPORTS

- Fletcher-Carter noted representatives of Berthoud and RAFT will have their second transportation discussion on December 12 to discuss the long-term transportation plan for the Berthoud area.
- Nelson-Cleverley reported Spedsta installation is progressing, with testing and customizing moving forward.
- Whaley noted COLT is hiring drivers.

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

No public comment received.

6. Next Month's Agenda Topic Suggestions

7. Next LCMC Meeting: Thursday, January 16, 2020



Legislative Options - Funding & Governance

Public Rail Authority: Establishes a statutory tool for local entities to create an authority over time as planning and funding options arise. This tool is similar to PHA enabling statutes but for rail. (Preferred)

Front Range Rail District: Creates a defined district along the I-25 corridor and provides a specific governance structure; powers and financing authority would be detailed in statute.

Rail Enterprise: Could leverage HPT structure, focused more on fees for funding; powers and financing authority would depend on statute.

Expand SW Chief/FRPRail Commission: Provide additional scope and authority to existing Commission to further evaluate above options, along with appropriation



MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: December 5, 2019

Re: CY 2019 3rd Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 3rd Quarter of Calendar Year 2019 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights-3rd Quarter

The MPO received funding in March 2019 from the National Aging and Disability Transportation Center to run a proof of concept program for a one call/one click center. This program was wrapping up at the end of the 3rd quarter and the majority of the funds have been expended. The results of the program will be presented in Washington D.C in December.

A contract for §5304 funding to complete a business and financial plan for a “One Call/One Click” center was executed in March; the majority of these funds have been expended and a draft of the plan has been presented the LCMC and the Larimer County Board of County Commissioners.

Funds billed to Fort Collins in exchange for 2018 §5310 funds (\$28,154) were paid in September. The exchange for 2019 §5310 funds (\$26,855) were billed in August and received in September.

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

VanGo™ Highlights-3rd Quarter

FY 2018 and FY 2019 §5307 and §5339 funds were exchanged with the City of Fort Collins for local dollars. This agreement provides the VanGo™ program with 62% of the allocated federal amount in local funds which do not require a Buy America waiver. The FY 2018 §5307 funds (\$564,068) and §5339



(\$72,031) were billed in 2018. The §5307 funds were received during the 4th quarter of 2018. The §5339 funds were received in July. The FY 2019 §5307 funds (\$505,792) and §5339 (\$58,097) were billed in August 2019. The §5307 funds were received in August, the §5339 funds have not been collected as of September 30, 2019

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

Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2019 third quarter Unaudited Financial Statements dated September 30, 2019.

Notes

Note 1:

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

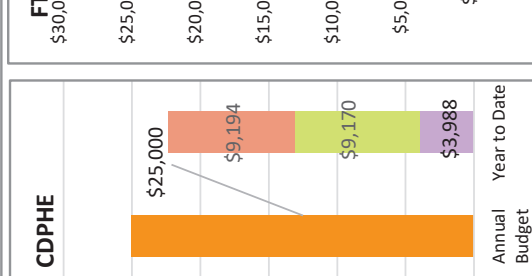
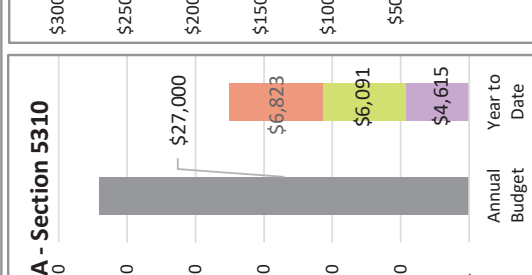
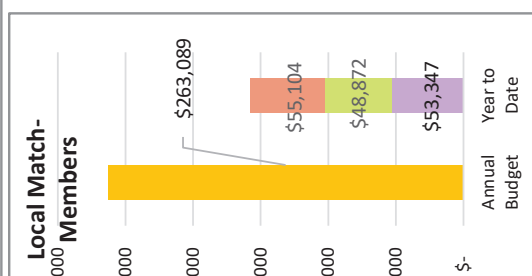
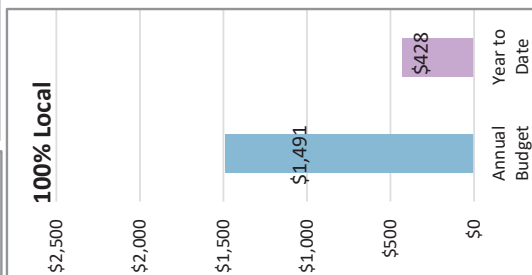
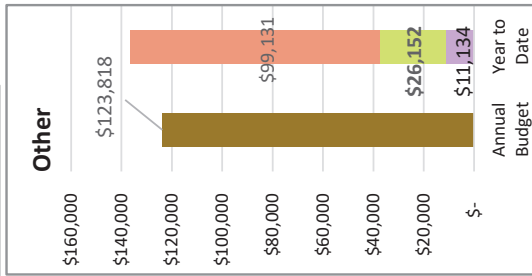
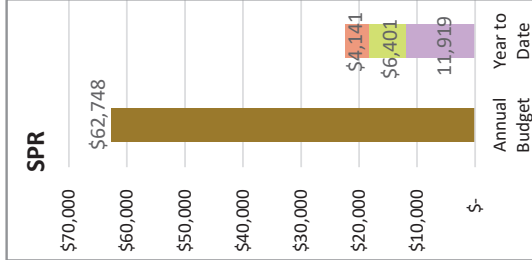
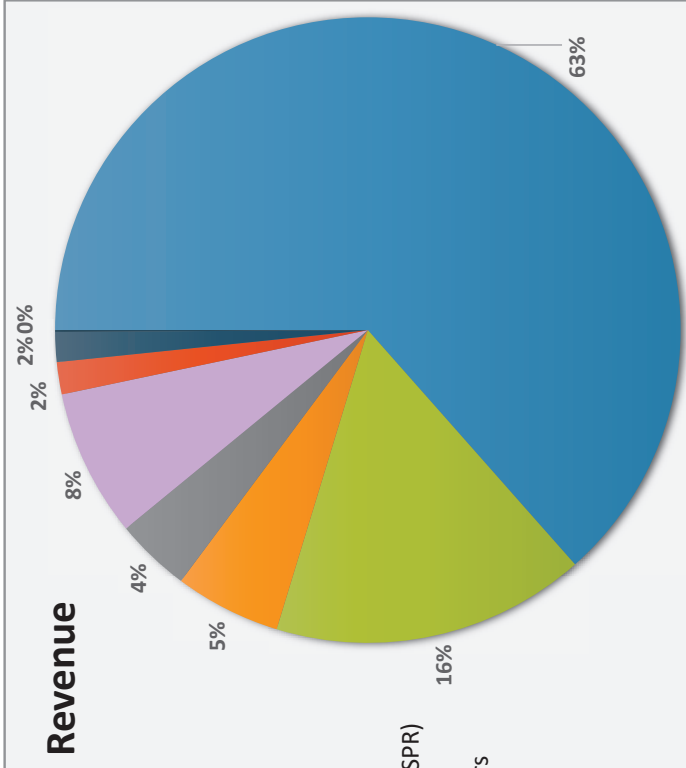
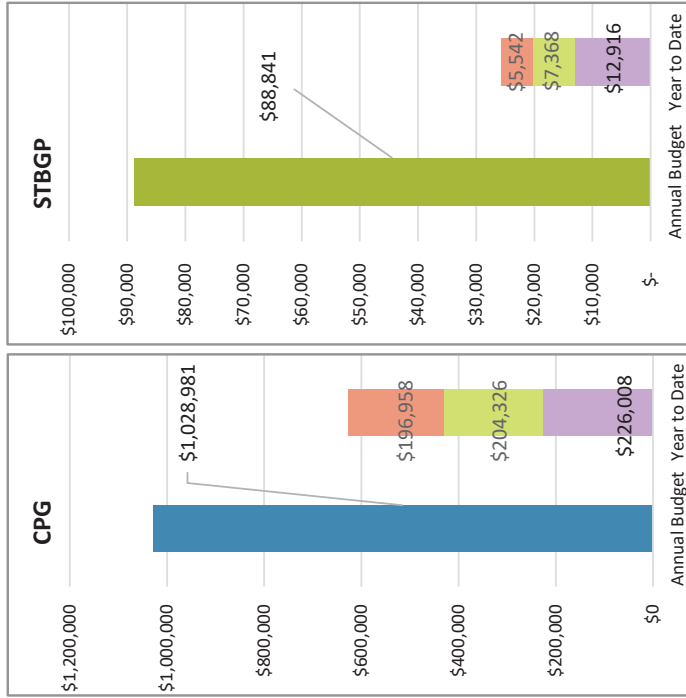
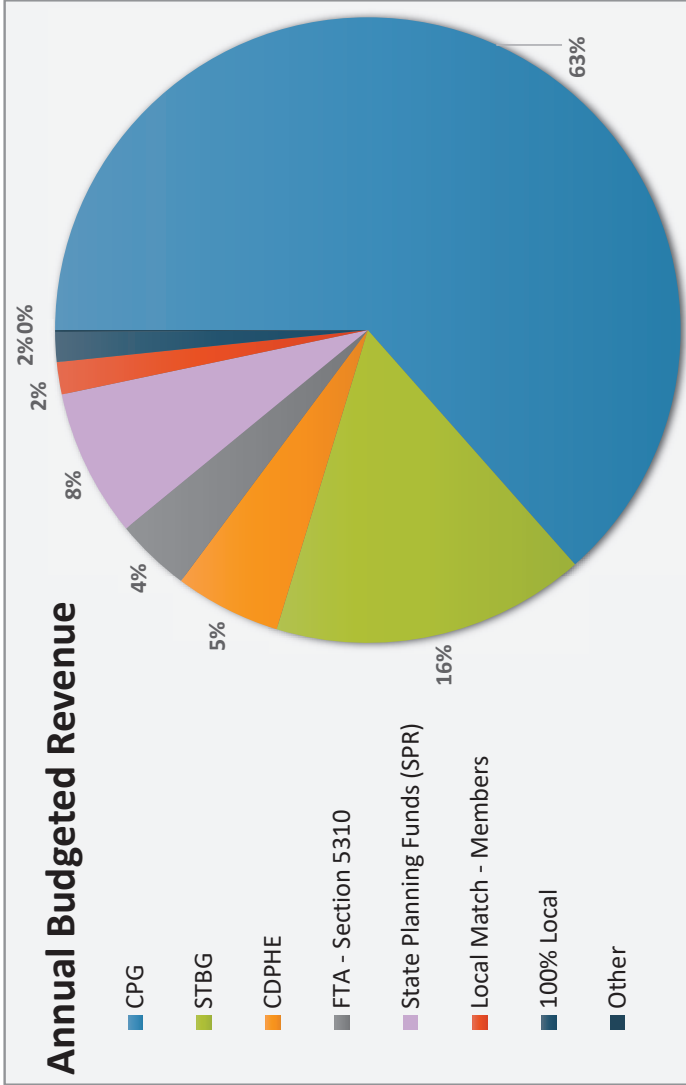
Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2019 indirect cost rate was calculated using the 2017 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - 2019

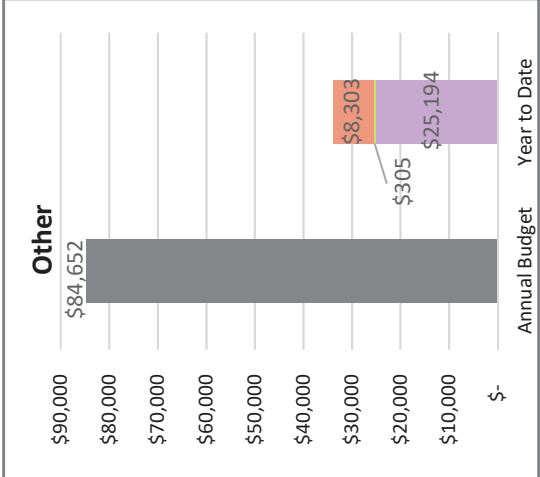
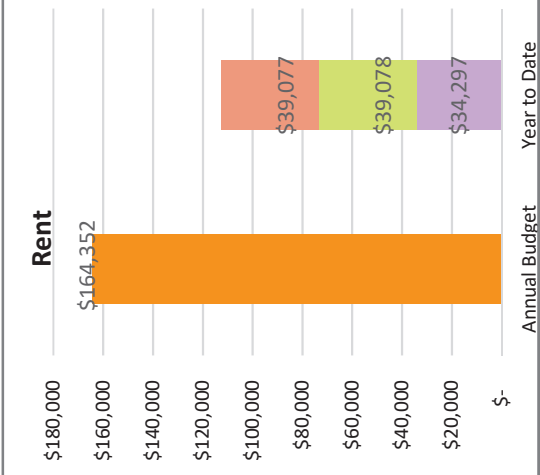
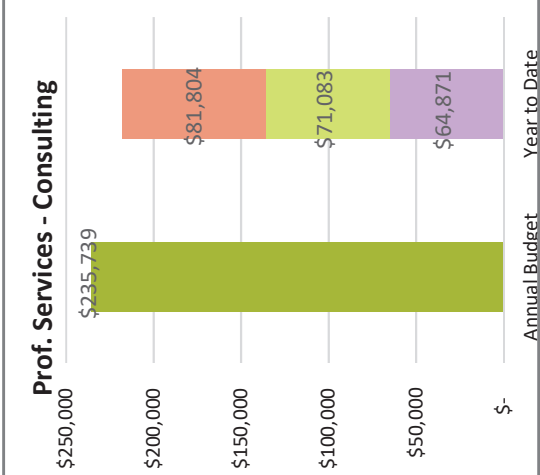
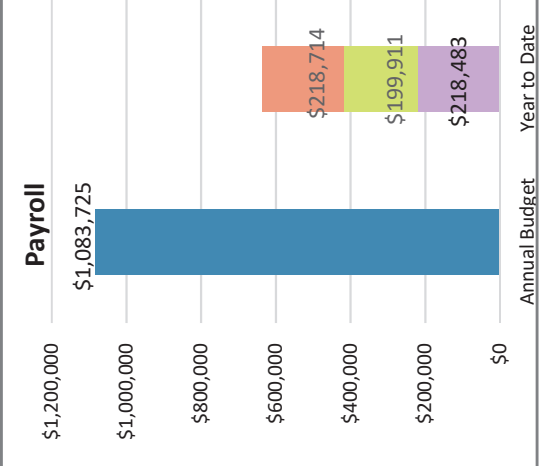
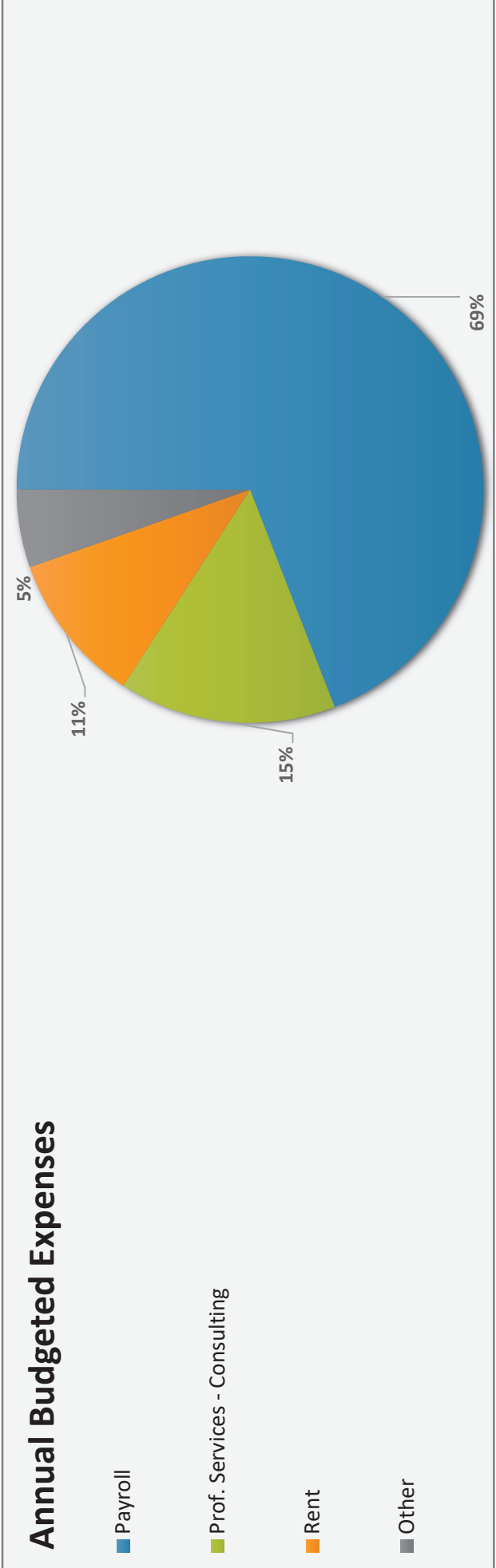
Q1 Q2 Q3 Q4



Metropolitan Planning Organization - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2019

Q1 Q2 Q3 Q4



METROPOLITAN PLANNING ORGANIZATION
Statement of Net Position
September 30, 2019

ASSETS	
Cash and Cash Equivalents	\$89,770
Investments	456,644
Receivables	319,814
Due From Other Funds	8,027
Capital Assets, net	39,803
Total Assets	<u>914,058</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Acrued Liabilities	77,330
Deferred Revenue	110,122
Advances From Other Funds	17,227
Long-Term Liabilities	
Accumulated Leave	34,461
Total Liabilities	<u>239,141</u>

FUND BALANCE	
Unreserved	667,036
Current Year Revenue over (under)	
Expenditures	7,881
Total Fund Balance	<u>674,918</u>

Total Liabilities and Fund Balance	<u>914,058</u>
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METROPOLITAN PLANNING ORGANIZATION
Revenues, Expenditures & Fund Balance
For the Nine Months Ending September 2019

	Year to Date		Year to Date		% Complete
	3rd Qtr Actual	Actual	Annual budget	Variance	
REVENUE					
FHWA-Federal Income-CPG	\$196,958	\$627,293	\$1,028,981	\$401,689	60.96%
FHWA-Federal Income-STBG	5,542	25,825	88,841	63,016	29.07%
FTA-Federal Income-Section 5304	28,188	31,625	32,800	1,175	96.42% ①
FTA-Federal Income-5310	6,823	17,529	27,000	9,471	64.92%
NADCT Funding	40,349	61,721	67,500	5,779	91.44% ②
State Planning Funds	4,141	22,461	62,748	40,287	35.80%
State-CDPHE	9,194	22,351	25,000	2,649	89.41% ③
Subtotal Grant Revenue	291,195	808,804	1,332,870	524,066	60.68%
Local Match-Member Entities	55,104	157,323	263,089	105,766	59.80%
100% Local		428	1,491	1,064	28.68%
Subtotal Local - All Sources	55,104	157,751	264,581	106,830	59.62%
Other Funds		6,884		(6,884)	0.00% ④
City of Fort Collins Funds	27,963	28,007	23,518	(4,489)	119.09% ⑤
Subtotal Revenue from Other Sources	27,963	34,891	23,518	(11,373)	148.36%
Miscellaneous Revenue	18	27		(27)	0.00% ⑥
Interest Earned	2,613	8,154		(8,154)	0.00% ⑥
Subtotal Other Revenue Sources	2,631	8,181		(8,181)	0.00%
Total Revenue- Combined Sources	376,893	1,009,626	1,620,968	611,342	62.29%
EXPENDITURES/EXPENSES					
Administration	56,294	157,402	277,280	119,878	56.77%
Transportation Planning	151,878	450,211	768,105	317,894	58.61%
Mobility Management	10,542	29,502	38,340	8,839	76.95%
Subtotal Payroll Expense	218,714	637,114	1,083,725	446,611	58.79%
Professional Services & Consulting	81,804	217,758	288,239	70,481	75.55%
Subtotal professional Services & Consulting	81,804	217,758	288,239	70,481	75.55%
Fleet Expense		157		(157)	0.00%
Insurance Expense	615	1,844	4,507	2,663	40.91%
Office Furniture/Equipment (non-cap)	4,241	8,774	9,319	545	94.16%
Office Supplies	531	1,153	2,884	1,731	39.98%
Communications (phone/data/fax)	5,389	12,659	11,462	(1,197)	110.45% ⑦
Postage	126	657	1,447	790	45.40%
Rent	39,077	112,452	164,352	51,900	68.42%
Other Office Operating (Facility, Repairs, Recycling, Office Equipment Lease, Backups)	1,861	3,732	3,684	(48)	101.31% ⑧
Dues, licensing and Subscriptions	42	5,002	5,786	784	86.45%
Maintenance Contracts - Copier maintenance/usage	2,556	6,745	20,398	13,653	33.07%
Software maintenance	497	17,491	18,630	1,139	93.89% ⑨
Outreach	2,006	4,665	2,591	(2,073)	180.02% ⑩
Other Operating Costs	528	950	10	(939)	9281.62% ⑪
Bad Debt		8		(8)	0.00% ⑫
Event/Meeting Expense	2,707	6,415	9,571	3,156	67.02%
Indirect Costs	(20,646)	(63,262)	(58,145)	5,117	108.80% ⑬
Travel/Conference/Training Expense	7,821	27,404	32,259	4,855	84.95%
Capitalized Equipment /Vehicles			11,250	11,250	0.00%
Interest Expense	28	28		(28)	0.00%
Loan Payments			9,000	9,000	0.00%
Subtotal Other Expenses	47,380	146,873	249,004	102,131	58.98%
Total Expenditures/Expenses	347,898	1,001,745	1,620,968	619,223	
Excess(Deficiency) of Revenue over Expenditures)	28,995	7,881		(7,881)	⑭

METROPOLITAN PLANNING ORGANIZATION
Revenues, Expenditures & Fund Balance
For the Nine Months Ending September 2019

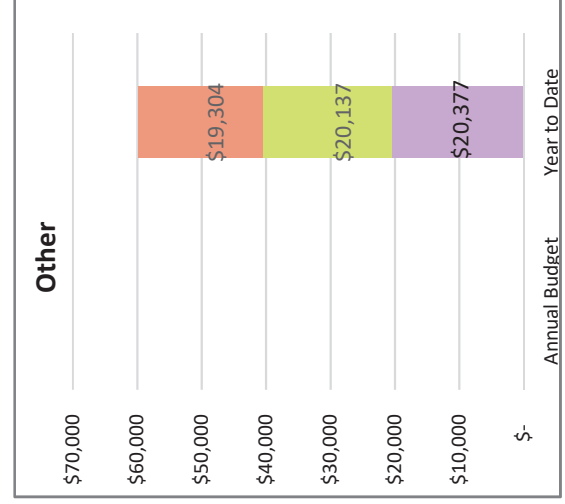
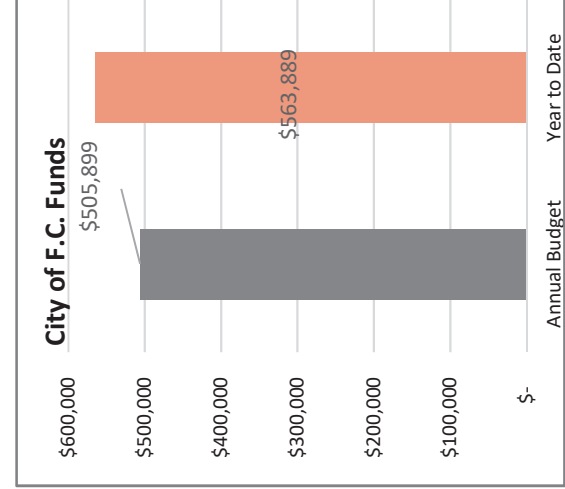
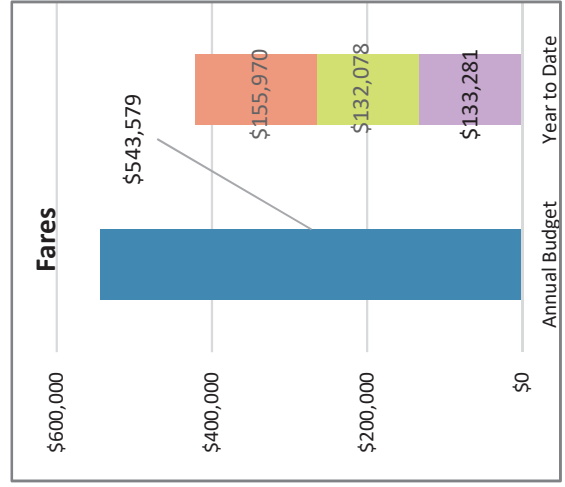
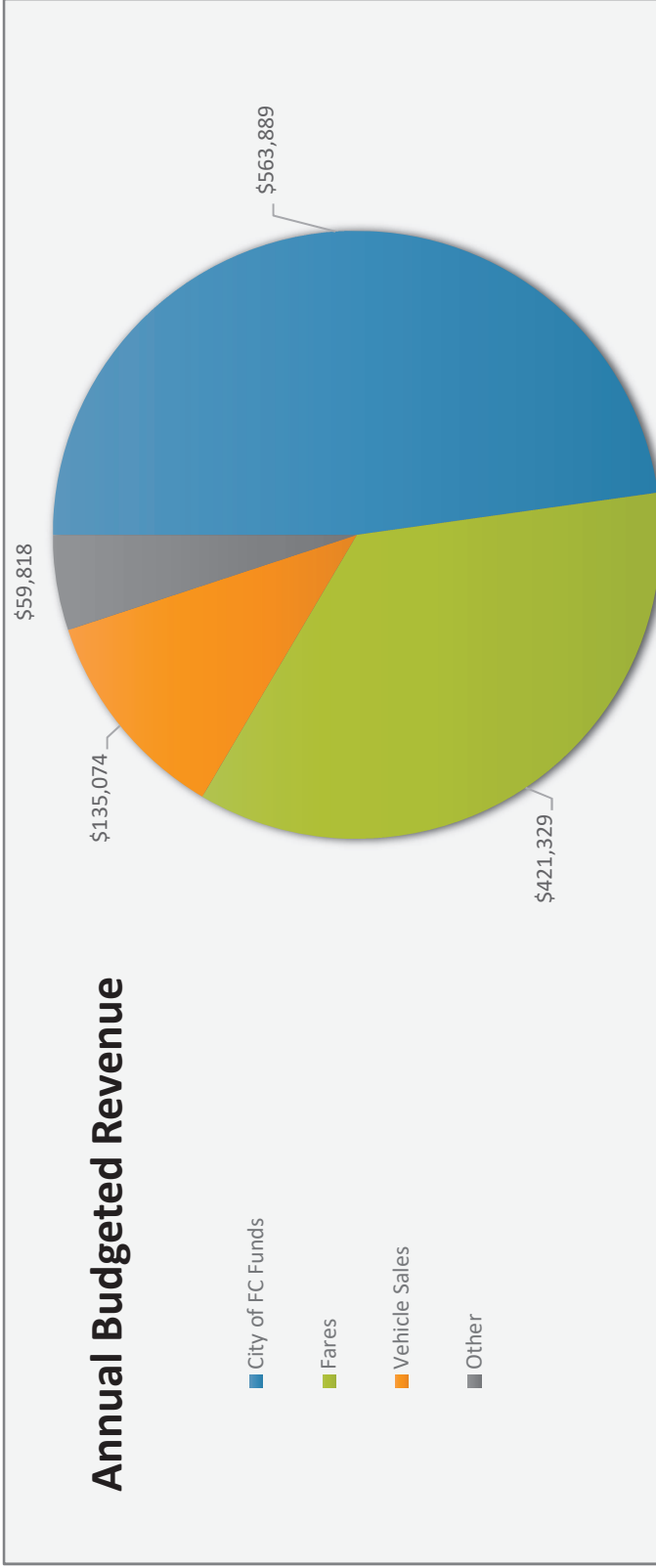
Explanation of Variances

- ① Final Draft Recommendation has been issued by consultant project is winding down.
- ② Contract ends in October, the majority of the work has been completed.
- ③ Outreach and the purchase of outreach materials occurred throughout the summer.
- ④ Funds received to attend action institute to increase walking and walkability. Not budgeted in 2019 budget.
- ⑤ Fort Collins exchange funds were higher then anticipated.
- ⑥ Interest and other income is not budgeted in the UPWP.
- ⑦ New phone system was contracted during 1st quarter. Previous service not cancelled due to unforeseen delays.
- ⑧ Cloud Backups for the server was not budgeted these became necessary to prepare to move the servers to the MPO.
- ⑨ The majority of the software maintenance occurs during the 1st quarter.
- ⑩ Due to the new logo and outreach events being approximately twice as successful as previous years additional outreach materials were purchased.
- ⑪ Bank Analysis charges were not budgeted.
- ⑫ Clean up CDOT account for multiple years for payment adjustments.
- ⑬ Indirect cost rate approved by CDOT is higher than anticipated.
- ⑭ Higher Indirect Rate has allowed for the recovery of some of the underpayment from previous years.

VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - 2019

Q1 Q2 Q3 Q4



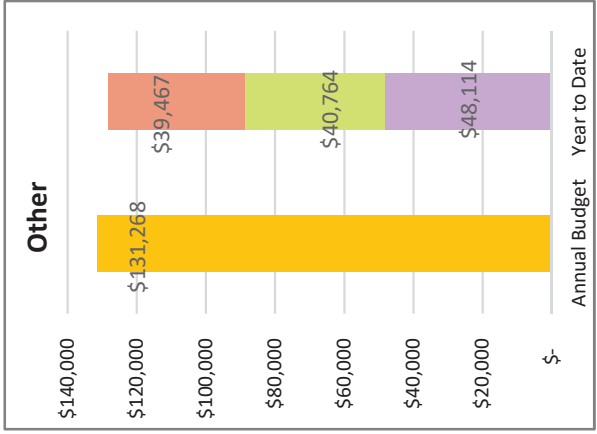
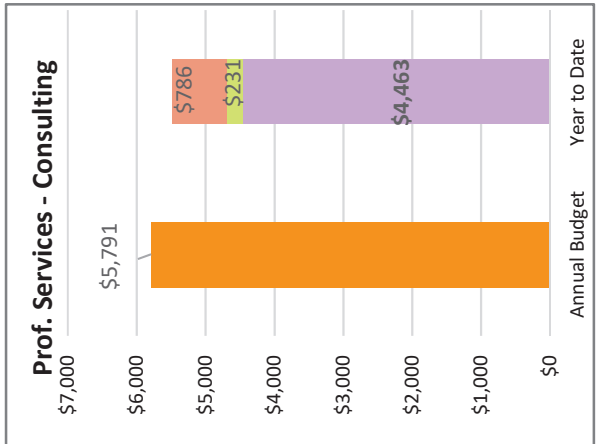
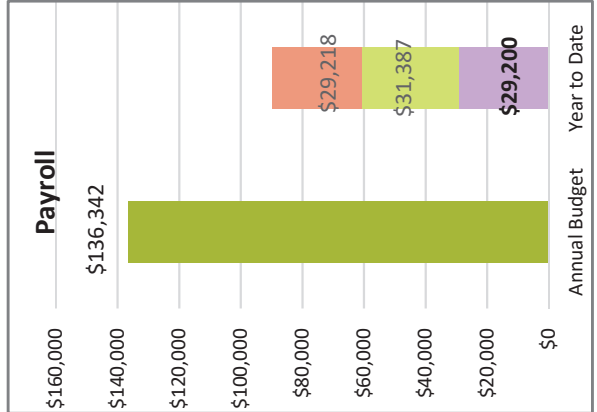
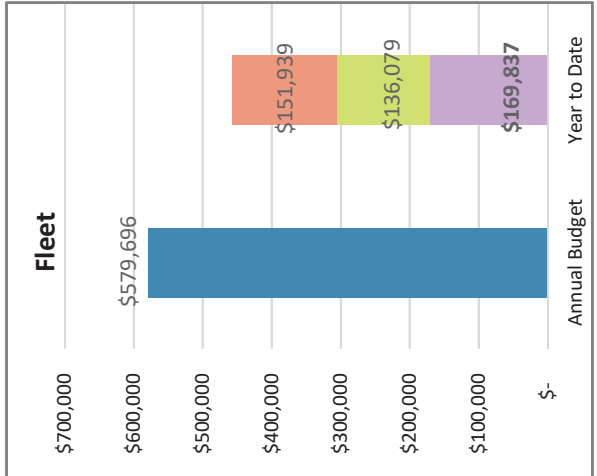
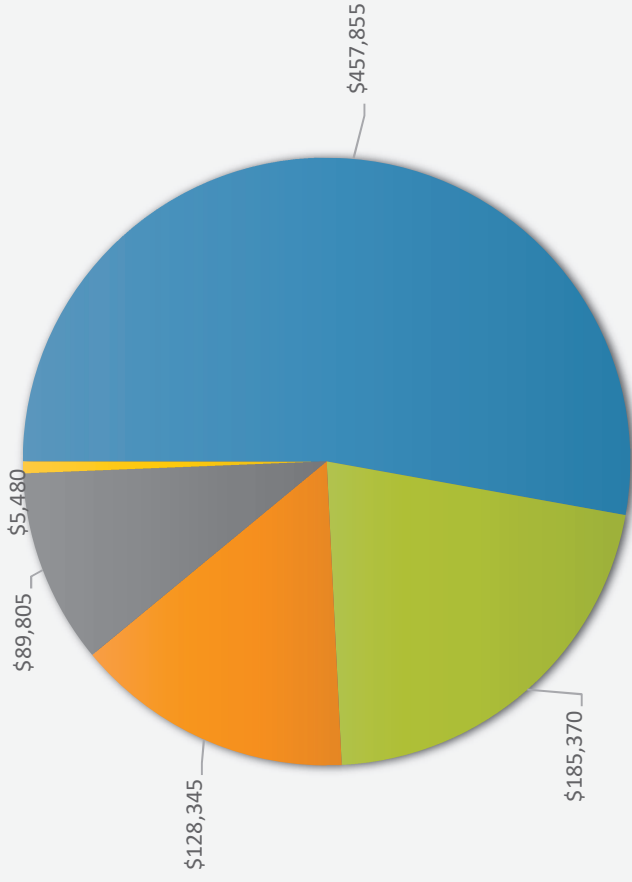
VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2019

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Fleet
- Capitalized Equipment/ Vehicles
- Other
- Payroll
- Prof. Services - Consulting



VanGo
Statement of Net Assets
September 30, 2019

ASSETS

Cash and Cash Equivalents	\$191,693
Investments	3,704,262
Receivables	61,162
Advances to Other Funds	425
Loan Receivable	16,803
Prepays	19,618
Capital Assets, net	<u>628,207</u>
Total Assets	<u><u>4,622,169</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	45,747
Deferred Revenue	12,011
Due to Other Funds	8,027
Accumulated Leave - Due in less than one year	3,335
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	<u>1,839</u>
Total Liabilities	<u><u>70,959</u></u>

FUND BALANCE

Unreserved	4,237,335
Current Year Revenue over (under) Expenditures	<u>313,875</u>
Total Fund Balance	<u><u>4,551,210</u></u>

Total Liabilities and Fund Balance	<u><u><u>4,622,169</u></u></u>
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VanGo
Revenue, Expenditures & Changes in Fund Balance
For the Nine Months Ending September 30, 2019

	3rd Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
REVENUE						
Program Revenue - Fares	\$155,970	\$421,947	\$543,579	\$121,632	77.62%	
Sale of Vehicles		135,074	119,369	(15,705)	113.16%	(a)
City of Fort Collins Funds	563,889	563,889	505,899	(57,990)	111.46%	(b)
Subtotal VanGo Revenue-All Sources	719,859	1,120,910	1,168,847	47,937	95.90%	
Interest Earned	19,304	59,818		(59,818)	0.00%	
Subtotal Other Revenue Sources	19,304	59,818		(59,818)	0.00%	(c)
Total Revenue- Combined Sources	739,163	1,180,728	1,168,847	(11,881)	101.02%	
EXPENDITURES/EXPENSES						
Fleet Expense						
Fleet Insurance	28,899	89,731	123,901	34,170	72.42%	
Fleet Motor Fuel & Oil	31,829	76,223	137,902	61,679	55.27%	
Fleet Repairs & Maintenance	68,201	158,467	200,087	41,620	79.20%	
Deductible	2,000	2,518	4,000	1,482	62.95%	
Guaranteed Ride Home		179	1,549	1,370	11.56%	
Fleet Other	1,958	4,630	7,107	2,477	65.15%	
FTA Repayments	19,052	126,107	105,150	(20,957)	119.93%	(d)
Subtotal Fleet Expense	151,939	457,855	579,696	121,841	78.98%	
VanGo Payroll	29,218	89,805	136,342	46,537	65.87%	
Professional Services and Consulting	786	5,480	5,791	311	94.63%	(e)
Postage	6	6	37	31	16.22%	
Credit Card Fees	3,247	9,428	15,395	5,967	61.24%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)		55	83	28	66.27%	
Dues, Licensing and Subscriptions		227	1,603	1,376	14.16%	
Maintenance Contracts - Copier maintenance/usage	232	361	25,010	24,649	1.44%	
Bad Debt	204	(83)	3,125	3,208	-2.66%	(f)
Rideshare Promotion	10,804	49,704	95,137	45,433	52.24%	
Event/Meeting Expense	2,135	2,145	3,240	1,095	66.20%	
Indirect Costs	20,646	63,262	58,145	(5,117)	108.80%	(g)
Travel/Conference/ Training	2,193	3,249	4,496	1,247	72.26%	
Capitalized Equipment/Vehicles		185,370	240,750	55,380	77.00%	
Subtotal Other Expenses	39,467	313,724	447,021	133,297	70.18%	
Total Expenditures/Expenses	221,410	866,864	1,168,850	301,986	74.16%	
Excess(Deficiency of Revenue over Expenditures)	517,753	313,864		(313,867)		(h)

Explanation of Variances

- | |
|--|
| <p>(a) Vans sold at a higher value than anticipated.</p> <p>(b) Fort Collins exchange funds were higher than anticipated.</p> <p>(c) Interest is not budgeted in the UPWP Budget.</p> <p>(d) Since more was received from van sales than anticipated, FTA share for repayment was also higher</p> <p>(e) FTA Audit occurred during 1st quarter 2019</p> <p>(f) Recovery of prior year bad debt</p> <p>(g) Indirect cost rate approved by CDOT is higher than anticipated</p> <p>(h) Higher than anticipated Fort Collins exchange and vehicle sales contributed to the current excess.</p> |
|--|

North Front Range Transportation & Air Quality Planning Council
 Schedule of Expenditures of Federal Awards
 3rd Quarter 2019

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Total Federal Expenditures
<u>U.S. Department of Transportation</u>			
Passed through Colorado Department of Transportation			
<i>Highway Planning and Construction Cluster:</i>			
Highway Planning and Construction	20.205	18-HTD-ZL-00053	\$ 627,293
Highway Planning and Construction	20.205	18-HTD-SL-00054	25,825
Highway Planning and Construction	20.205	18-HTD-ZL-00139	<u>22,461</u>
Total Highway Planning and Construction Cluster			675,579
 <i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	18-HTR-ZL-00139	<u>17,529</u>
Total Transit Services Programs Cluster			17,529
 <i>Other Planning Cluster:</i>			
Metropolitan Planning	20.505		31,625
Total Other Planning Cluster			<u>31,625</u>
Total U.S. Department of Transportation			<u>724,733</u>
Total Federal Financial Assistance			<u>\$ 724,733</u>

<u>3rd Quarter Professional Services & Consulting</u>	Year-to-Date			
	2019	2019		%
	Budget	Actual	Variance Under (over)	
<u>Professional Services & Consulting Administration</u>				
<u>Information Technology Services</u>				
Greystone	\$ 33,000.00	\$ 23,744.85	\$ 9,255.15	71.95%
Njevity	\$ 773.00	\$ 878.75	\$ (105.75)	113.68%
<u>Audit Services</u>				
Eidi Bailly	\$ 16,500.00	\$ 17,500.00	\$ (1,000.00)	106.06%
<u>Legal Services</u>				
Hoffmann, Parker, Wilson & Carberry PC	\$ 10,275.00	\$ 3,709.10	\$ 6,565.90	36.10%
<u>Human Services</u>				
Turning the Corner/Employers Council-HR Services	\$ 10,800.00	\$ 3,221.98	\$ 7,578.02	29.83%
<u>Other Admin</u>				
Total Administration	\$ 71,348.00	\$ 49,054.68	\$ 22,293.32	68.75%
<u>Planning</u>				
Travel Demand/Land Use Model	\$ 56,500.00	\$ 56,447.09	\$ 52.91	99.91%
Household Survey	\$ 50,000.00	\$ -	\$ -	0.00%
Larimer County Senior Transportation Implementation Plan-PAFC-NADTC	\$ 48,000.00	\$ 40,445.42	\$ 7,554.58	84.26%
Larimer County Senior Transportation Implementation Plan-VIA-NADTC	\$ 18,750.00	\$ 17,221.25	\$ 1,528.75	91.85%
Larimer County Senior Transportation Implementation Plan-\$5304	\$ 34,250.00	\$ 40,750.44	\$ (6,500.44)	118.98%
UrbanSims	\$ 4,250.00	\$ 2,000.00	\$ 2,250.00	47.06%
Total Planning	\$ 211,750.00	\$ 156,864.20	\$ 4,885.80	74.08%
<u>Mobility</u>				
Translation Services	\$ 150.00	\$ 364.50	\$ (214.50)	243.00%
Volunteer Drivers Program	\$ 4,991.00	\$ 4,486.62	\$ 504.38	89.89%
Total Mobility	\$ 5,141.00	\$ 4,851.12	\$ 289.88	94.36%
MPO Year-to-Date Professional Services & Consulting Total	\$ 288,239.00	\$ 210,770.00	\$ 27,469.00	73.12%
<u>VanGo™ Program</u>				
Njevity	\$ 1,173.00	\$ 1,479.00	\$ (306.00)	126.09%
Hoffmann, Parker, Wilson & Carberry PC	\$ 868.00	\$ -	\$ 868.00	0.00%
Eide Bailly	\$ 3,750.00	\$ 4,000.00	\$ (250.00)	106.67%
VanGo™ Year-to-Date Professional Services & Consulting VanGo Total	\$ 5,791.00	\$ 5,479.00	\$ 312.00	94.61%
Year-to-Date Professional Services & Consulting VanGo Total	\$ 294,030.00	\$ 216,249.00	\$ 27,781.00	73.55%

Explanation of Variances

- (1) Additional work had to be done with Great Plains due to the server move
- (2) Audit is paid during the first quarter of the year. Additional amount for auditors preparing revised document
- (3) Contract with original HR Consultant canceled. New HR firm only bills as services are used.
- (4) Project completed in 3rd quarter
- (5) Project to be completed by the end of October.
- (6) Consultant is not over contract, discrepancy is caused by the use of split UPWP budgets in creating the CY budget.
- (7) Translation Services were under budgeted.
- (8) Cost for agreed upon procedures required by the National Transit Database was budgeted at \$3750 for

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

Institution	Account Number	Balance as of June 30, 2019		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	\$ 88,859.33	\$	\$ 88,859.33
1st National Bank	7343	\$	\$ 191,692.71	\$ 191,692.71
Petty Cash		\$ 75.00	\$	\$ 75.00
Total Cash		\$ 88,934.33	\$ 191,692.71	\$ 280,627.04
Investments				
COLOTRUST	8001	\$ 456,644.10	\$ 3,704,261.91	\$ 4,160,906.01
Total Investments		\$ 456,644.10	\$ 3,704,261.91	\$ 4,160,906.01
Total Savings and Investments		\$ 545,578.43	\$ 3,895,954.62	\$ 4,441,533.05

	Capital Reserve VanGo				Total
	Operating Reserves MPO	Reserve VanGo	Other MPO	Other VanGo **	
	\$ -	\$ -	\$ 88,934.33	\$ 191,692.71	\$ 280,627.04
	\$ 456,644.10	\$ 464,050.00	\$ -	\$ 2,812,551.45	\$ 4,160,906.01
	\$ 456,644.10	\$ 464,050.00	\$ -	\$ 2,812,551.45	\$ 4,160,906.01
	\$ 456,644.10	\$ 464,050.00	\$ 88,934.33	\$ 3,004,244.16	\$ 4,441,533.05

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



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: December 5, 2019

**Re: FY2020-2021 Unified Planning Work Program (UPWP)
Budget and Task Amendment #1—CONSENT**

Background

NFRMPO staff has updated a Task for FY2020 in the FY2020-FY2021 Unified Planning Work Program (UPWP). The Finance Committee reviewed the FY2020 Budget Amendment on August 21, 2019.

A roll forward project, for the Town of Severance, is being added to the updated FY2020 *Task 2.9 Local Transportation Plan* is provided as an attachment to this memo. No comments were received from Committee members.

The full FY2020-2021 UPWP, approved by Planning Council on June 6, 2019, may be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2020-2021-upwp-adopted-08102019.pdf>.

Action

The NFRMPO Finance Committee requests Planning Council members review the updated FY2020 Tasks and Budget and approve the Amendment at the December 5, 2019 Planning Council meeting.

FY 2020 UPWP Amendment 1

2.9 LOCAL TRANSPORTATION PLAN

OBJECTIVE

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the NFRMPO have lacked resources to prepare transportation plans and this allows funding and NFRMPO staff support in the development of those plans.

METHOD

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. NFRMPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

OVERALL IMPACT/INTENT

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

2020 PRODUCTS

1. Attendance at Steering Committee meetings
2. Reviews of draft documents
3. Review of final document
4. Incorporation of plan in future NFRMPO planning process

FY 2020

PERSON/WEEKS: 0

2020 BUDGET:

Personnel	\$12,500
Other Direct	25,000
Indirect	<u>3,173</u>
Total	\$40,673

2020 DISTRIBUTION

Federal	
CPG (82.79%)	\$33,673
Local match (17.21%)	<u>7,000</u>
Total	\$40,673

OTHER DIRECT:

Out of State Travel	0
Consultant	25,000
Other	<u>0</u>
Total	\$25,000



**RESOLUTION NO. 2019-28
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FIRST AMENDMENT TO THE FY2020 TASKS AND BUDGET OF THE FY2020-2021
UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

WHEREAS, the NFRMPO is requesting an amendment of the FY2020-FY2021 UPWP to roll the *Local Transportation Plan* forward; and

WHEREAS, the FY2020 budget and FY2020 and FY2021 were approved by the North Front Range Transportation & Air Quality Planning Council on June 6, 2019 and this is the First Amendment of the FY2020 portion of the UPWP; and

WHEREAS, the NFRMPO is amending the FY2020 UPWP tasks to roll the *Local Transportation Plan* funding amount of \$20,698 in Consolidated Planning Grant (CPG) funds and \$4,302 is Local Match from Severance, Eaton, and Weld County from FY20219 to FY2020; and

WHEREAS, the NFRMPO total budget remains unchanged at \$1,450,472; and

WHEREAS, the VanGo™ budget remains unchanged at \$1,124,410.

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

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of December 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By															
December 5, 2019 Windsor	November 2019 TIP Amendment	Medora Bornhoft															
Objective/Request Action																	
To approve the November 2019 TIP Amendment to the <i>FY2019-FY2022 TIP</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action															
Key Points																	
<p>NFRMPO staff received one Amendment request for the November 2019 TIP Amendment cycle.</p> <p>Greeley-Evans Transit (GET) is requesting to add one project:</p> <ul style="list-style-type: none"> Adding the <i>Poudre Express Greeley-Fort Collins</i> project with \$600K state FASTER Transit funds, \$600K Local funds, and \$495K local overmatch funds in FY20-22. <table border="1" data-bbox="272 737 821 953"> <thead> <tr> <th>Funding Source</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$600K</td> <td>\$600K</td> </tr> <tr> <td>Local</td> <td>\$600K</td> <td>\$600K</td> </tr> <tr> <td>Local Overmatch</td> <td>\$495K</td> <td>\$495K</td> </tr> <tr> <td>Total</td> <td>\$1,695K</td> <td>\$1,695K</td> </tr> </tbody> </table>			Funding Source	Requested Additions	Request Total	State	\$600K	\$600K	Local	\$600K	\$600K	Local Overmatch	\$495K	\$495K	Total	\$1,695K	\$1,695K
Funding Source	Requested Additions	Request Total															
State	\$600K	\$600K															
Local	\$600K	\$600K															
Local Overmatch	\$495K	\$495K															
Total	\$1,695K	\$1,695K															
Committee Discussion																	
This is the first and only time Planning Council is scheduled to see the November 2019 TIP Amendment.																	
Supporting Information																	
<p>The 30-day Public Comment period for the November 2019 TIP Amendment began on November 13, 2019 and concludes on December 12, 2019.</p> <p>An Environmental Justice analysis is provided for the project being added to the TIP.</p> <p>Following adoption, the November 2019 Amendment will be carried forward to the <i>FY2020-2023 TIP</i> once the TIP becomes effective by action from the State.</p> <p><u>Funding Types and Uses</u></p> <p>FASTER Transit funds are awarded competitively by CDOT for projects including, but not limited to purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.</p>																	
Advantages																	
Approval by the NFRMPO Planning Council will ensure available funds are assigned in a timely manner and the FY2019-2022 TIP remains fiscally constrained.																	
Disadvantages																	
None noted.																	
Analysis/Recommendation																	
TAC recommended Planning Council approve the November 2019 TIP Amendment to the FY2019-2022 TIP at their November 20, 2019 meeting.																	
Attachments																	
<ul style="list-style-type: none"> November 2019 Policy Amendment Form Environmental Justice Analysis and Map Resolution No. 2019-29 																	

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council
Policy Amendment #2019-A11
 Prepared by: AnnaRose Cunningham

Submitted to: TAC and Planning Council for Approval

DATE: 11/21/2019

Dollars Listed in Thousands

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	FY19 Rolled Funding	FY20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
FASTER Transit													
NEW ENTRY	2020-018	Poudre Express Greeley-Fort Collins	GET	Operating	Slate Local Local Overmatch Total	FASTER Local Local Overmatch	- - - -	- - - -	- - - -	200 200 165 565	200 200 165 565	200 200 165 565	600 600 495 1,695

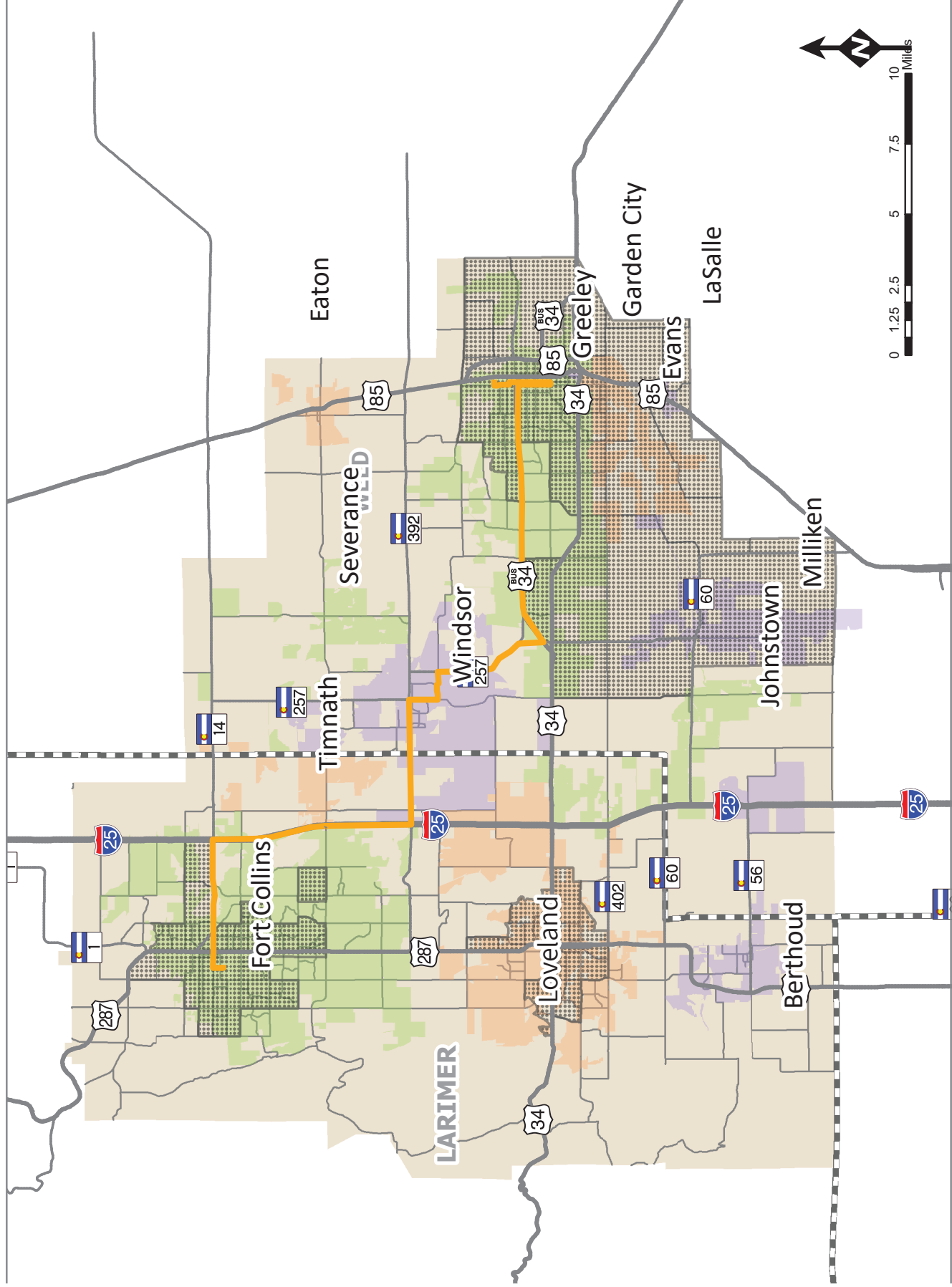
Project Description: Operating assistance for Poudre Express regional route for FY20-22.

Reason: New project award




NFRMPO November 2019 Policy Amendment - Environmental Justice Analysis

Project is identified by Name, Project Sponsor, Improvement Type, and Funding Program

	Poudre Express Greeley-Fort Collins, GET, Operating Expenses, FASTER Transit
Project already in the TIP - Yes or No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Bodily impairment, infirmity, illness, or death	No
Air, noise and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources	No
Destruction or diminution of aesthetic values	No
Destruction or disruption of community cohesion or a community's economic vitality	No
Destruction or disruption of the availability of public and private facilities and services	No
Vibration	No
Adverse employment effects	No
Displacement of persons, business, farms or non profit organizations	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No



Legend

-  Poudre Express
-  Environmental Justice Areas
-  County Boundary
-  NFRMPO Boundary



**RESOLUTION NO. 2019-29
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE SEPTEMBER 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

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

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

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

WHEREAS, transportation projects programmed in the upcoming TIP for FY2020-2023 are consistent with the adopted 2045 RTP, adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2019-2022 TIP and FY2020-2023 were positive and this TIP Amendment does not change the positive conformity findings on the FY2019-2022 TIP or FY2020-2023 TIP;

WHEREAS, the FY2019-2022 TIP and FY2020-2023 TIP remain fiscally constrained;

WHEREAS, revisions made to the FY2019-2022 TIP will be carried forward to the FY2020-2023 TIP upon incorporation of the FY2020-2023 TIP into the Statewide TIP (STIP); and

WHEREAS, this action is contingent on no public comment being submitted by December 12, 2019;

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

- FASTER Transit
 - Adding the *Poudre Express Greeley-Fort Collins* project by adding \$600K Faster funds, \$600K Local funds, and \$495K local overmatch funds for FY20-22.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of December 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director



MEMORANDUM

To: NFRMPO Council
From: Suzette Mallette, Executive Director
Date: December 5, 2019
Re: Wellington NFRMPO Membership

Background

The Town of Wellington is requesting to be added as a member to the NFRMPO. This was a discussion at the NFRMPO Council meeting on November 7th. 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.

The Town of Wellington passed a Resolution 34-2019 (attached) on October 8, 2019 supporting the move to the NFRMPO. The draft outline of the proposed boundary change is also attached and shows the connection the current MPO boundary.

The Town of Wellington is intending to have this item on the December 5, 2019 UFR meeting agenda just prior to the item at the NFRMPO meeting. The NFRMPO may choose to support Wellington membership at this time regardless of UFR outcome though the application to the State and Governor's office cannot be processed until there is agreement through the UFR.

The Town of Wellington has a population, in 2017, of about 9,500. Adding the Town of Wellington to the NFRMPO will provide about \$4,300 in local match contribution based on the 2020 UPWP budget that lowers the amount contributed by other MPO members.

If both the UFR and NFRMPO pass resolutions agreeing to this change, NFRMPO staff will process the necessary paperwork to meet Wellington's request. The request to join the NFRMPO and the boundary revision is approved by the Governor.

Action

Action on Resolution number 2019 – 29 approving the Town of Wellington as a member of the NFRMPO.

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 8th DAY OF OCTOBER 2019.

TOWN OF WELLINGTON, COLORADO



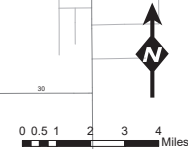
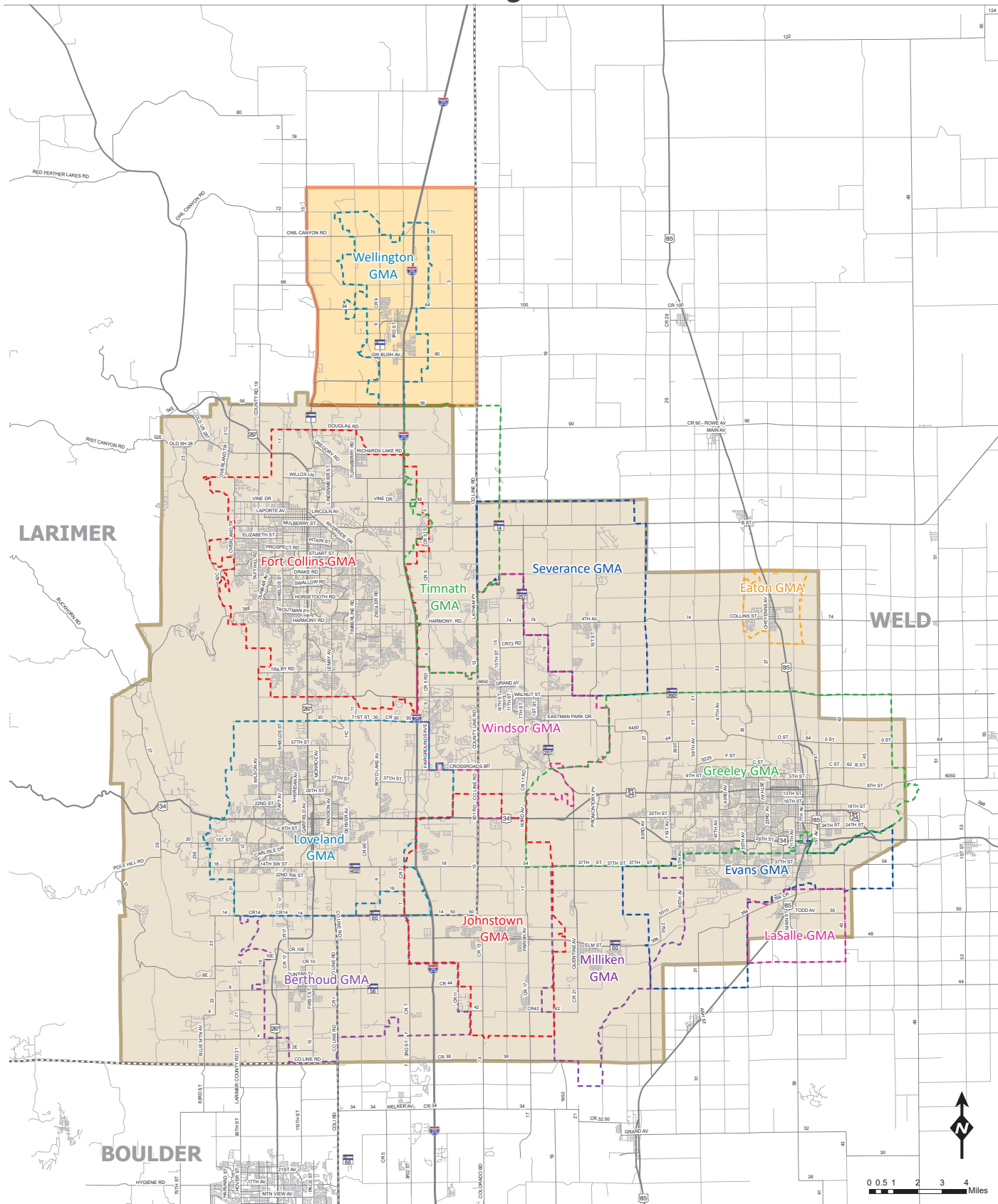
Troy Hamman, Mayor

ATTEST:












Ed Cannon, Town Administrator/Clerk

North Front Range Metropolitan Planning Area, Proposed Wellington Extension, and Growth Management Areas



Legend

- | | | | | | | | |
|---|--|---|---|---|---------------|---|-------------|
|  | North Front Range Metropolitan Planning Area |  | Growth Management Areas (GMAs) as of 2017 |  | Interstate |  | Major Roads |
|  | Proposed Wellington Extension |  | County Boundary |  | US Highway |  | Local Roads |
| | | | |  | State Highway | | |

September 2019
Sources: NFRMPO, Municipalities





North Front Range
Metropolitan
Planning
Organization

**RESOLUTION NO. 2019 - 29
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO APPROVE THE ADDITION OF THE TOWN OF WELLINGTON AS A MEMBER TO THE NFRMPO**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (“Council”) has been formed under the powers set forth in Article XIV, Section 18(2) of the Colorado Constitution and Part 2 of Article 1 of the Title 29, C.R.S., as amended; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has adopted Articles of Association on January 27, 1988, as amended; and

WHEREAS, the Town of Wellington has requested membership on the North Front Range Transportation & Air Quality Planning Council; and

WHEREAS, the Town of Wellington has many connections with the other member governments in the NFRMPO, especially with the Fort Collins Transportation Management Area (TMA) as defined by the U.S. Census.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves membership on the NFRMPO for the Town of Wellington, with the boundary change reflected on the attached map.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of December 2019.

Kristie Melendez, Chair

ATTEST:

Suzette Mallette, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: December 5, 2019

Re: Multimodal Options Fund (MMOF) - Action

Background

The process for awarding \$5.58M in FY2019 MMOF state funding was a Discussion Item at the October 16, 2019 TAC meeting and at the November 7, 2019 Planning Council meeting. It was an Action Item at the November 20, 2019 TAC meeting, where it was unanimously recommended for Planning Council approval.

Feedback from TAC and Planning Council was incorporated into the *2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines* ("Guidelines") and MMOF Application, attached. Major updates based on this feedback include:

- Definition of key scoring criteria terms based on MMOF Goals and CDOT Transportation Alternatives Program (TAP) scoring criteria (*Guidelines, page 7*).
- Increasing the possible points for the scoring criterion "Enhance Safety" from 10 to 20 and decreasing the possible points for the scoring criterion "Project Readiness" from 20 to 10 (*Guidelines, Page 8*).
- Requiring agencies who submit more than one application per pool to identify their project priorities in an attachment (*Guidelines, page 6*).
- Additional sections on acceptability of partial awards and project scalability in the application (*Application, page 3*).

In addition, with TAC concurrence, staff made the following updates and clarifications to the Guidelines and application:

- Creation of a \$600,000 set aside for the One Call/One Click Center from the Mobility/Multimodal/Other funding pool contingent on Planning Council approval at their January 9th meeting of providing funds to the project (*Guidelines, Page 3*).
- To allow time for Transportation Commission approval of any match relief requests, the deadline for submitting a match relief request to NFRMPO Staff is **December 20, 2019** (*Guidelines, pages 2 and 4*).



- The Scoring Committee can recommend moving fund between pools to account for a lack of requests or for applications that do not meet criteria or are otherwise low scoring (*Guidelines, page 3*).
- Local governments may designate a different voting member for each pool but still only have one vote per pool (*Guidelines, page 7*).
- The Guidelines now include an explanation of integration with CDOT TAP Call (*Guidelines, page 5*).
- The application references the scoring criteria and point system and requests additional information on project funding contingencies (*Application, pages 1-4*).
- Partnership redefined as financial contribution of 2 percent of total project cost instead of 10 percent of Local Match requirement. The change accounts for the higher Local Match requirement of MMOF and more closely aligns with the partnership threshold from previous Calls for Projects (*Guidelines, page 8*).

Action

TAC requests Planning Council members approve the 2019 MMOF Call for Projects process as defined in the *MMOF Call for Projects Guidelines* and MMOF Application, attached.

DRAFT 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines

November 21, 2019

Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State funding from the Multimodal Options Fund (MMOF), a funding source established with Senate Bill (SB) 18-001. A total of \$5.58M in State funding is available for projects within the North Front Range (NFR) metropolitan planning area.

The guidelines provide information to assist project sponsors in completing project applications, including the schedule, application requirements, scoring process and criteria, and planning reference information.

Schedule

The schedule for the MMOF Call for Projects is shown in **Table 1**.

Applicants with projects that impact a State Highway must submit a draft application to CDOT Region 4 staff by January 13, 2020 and submit a CDOT letter of support with their final application. As all awards will be administered through CDOT, it is encouraged, but not required, for sponsors of all other projects to submit a draft application to CDOT to receive feedback on the proposal.

The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a draft application to CDOT for review, the deadline for submitting a match relief request to the NFRMPO, and the potential date of the scoring meeting.

Table 1. MMOF Call for Projects Schedule

Activity	Date
TAC Discussion on MMOF Availability	August 21, 2019
TAC Discussion on MMOF Call Process	October 16, 2019
Planning Council Discussion on MMOF Call Process	November 7, 2019
TAC Recommendation on MMOF Call Process	November 20, 2019
Planning Council Action on MMOF Call Process	December 5, 2019
Call for Projects Opens	December 6, 2019
Match Relief Request Due to NFRMPO	December 20, 2019
Draft Applications Due to CDOT (Required for some projects; encouraged for all others)	January 13, 2020
CDOT provides responses to applicants	January 24, 2020
Applications Due to NFRMPO	January 31, 2020
Scoring Meeting	TBD February 10-12, 2020
TAC Discussion of Recommended Projects – Staff Presentation	February 19, 2020
Council Discussion of Recommended Projects – Applicant Presentations	March 5, 2020
TAC Recommendation on MMOF Awards	March 18, 2020
Council Action on MMOF Awards	April 2, 2020

Application Requirements

Eligible Applicants

Eligible recipients include NFRMPO local government members and the NFRMPO. Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government member and would count against the maximum funding request for that local government member.

Eligible Project Types

Per SB 18-001, eligible project types 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.

Pools, Set Asides, Maximum Requests, and Minimum Project Size

Three project pools will be used in the NFRMPO MMOF Call, with each pool receiving \$1,858,336 in MMOF funding. The three pools include:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

Each applicant identifies the relevant pool for their project on the MMOF application. If the scoring committee recommends awarding less funding than is available within a specific pool or pools, the scoring committee may recommend transferring remaining funds to the other pool(s).

The mobility/multimodal/other pool has a \$600,000 set aside for the One Call/One Click Center. The set aside is contingent on Planning Council approval of providing MMOF funding for that project which is anticipated to occur at the January 9, 2020 Planning Council meeting. If Planning Council approves less than \$600,000 or no funding for the One Call/One Click Center, the remaining set-aside funds will return to the mobility/multimodal/other pool.

The maximum amount of MMOF funding each applicant may apply for within each pool is the pool total (\$1,858,336). Applicants may submit several applications to each pool as long as the total request does not exceed the total pool funding amount. Applicants may request the total pool amount within each of the three pools. *Applicants are encouraged to not request the total pool amount within a single application.*

Project size minimums are set to reduce administrative burden. Bundling of projects is encouraged to reach the minimum project size. The minimums apply to *total project size, not the MMOF funding request*, and vary based on project type:

- \$150,000 for non-transit capital/infrastructure projects
- \$50,000 for all other project types

The project size minimums for the NFR MMOF Call are the same or higher than those recommended by CDOT's MMOF Committee to the Transportation Commission, which recommended a minimum project size of \$25,000 for transit, \$150,000 for capital/infrastructure projects, and no minimums for non-transit planning projects.

MMOF Funding Years and Expenditure Timeline

The \$5.58M MMOF funds allocated to the NFR metropolitan planning area are from state fiscal year (FY) 2019 and are currently available. The State deadline for expending the funds is June 30, 2023; however, to promote timely use of funds the NFRMPO Call is requiring the funds to be allocated no later than state FY 2022 (which concludes June 30, 2022). Applicants are strongly encouraged to submit "shovel-ready" projects that can use the funds quickly. Within the application, applicants are required to specify the year(s) of each funding source for the project, including the year(s) they would expend the MMOF funding, as well as anticipated project milestone dates.

MMOF Goals

There are four goals of the MMOF as identified in SB 18-001. The NFRMPO Call incorporates the four goals identified in the legislation and includes one additional goal. Each application must specify

the MMOF goal(s) supported by the project. The goals include building a complete and integrated multimodal system that:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural areas by providing them with flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children; and
- Increases access to and/or usage of transit or multi-use facilities.

Match Requirements

SB 18-001 requires a match of 50 percent for every MMOF project. The matching funds may be from any source other than the MMOF, including local, federal, private, or other state sources.

The 50 percent match requirement may be *reduced or exempted* if the applicant is eligible to apply for match relief and their request is approved by the Colorado Transportation Commission (TC). Eligibility to apply for match relief was determined by CDOT based on population and poverty rate thresholds. Local governments are classified as eligible, eligible with additional evidence, or ineligible for match relief as shown in **Table 2**. Non-local governments are classified into the three categories based on the local government area served by the organization. Applicants classified as eligible with additional evidence must attach evidence of “extraordinary need or disadvantage” with their application.

To apply for match relief reduction or exemption, the applicant must submit a match relief request to the NFRMPO by **December 20, 2019**. The request must identify the project name, project description, MMOF request amount, match amounts, and justification for the recipient’s eligibility and merits for match relief.

Table 2. Match Relief 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

Source: CDOT

Integration with CDOT Transportation Alternatives Program (TAP)

Sponsors of bicycle and pedestrian projects may opt to apply for federal TAP funding through the FY2021-2023 Call held by CDOT in addition to applying for MMOF funding. The draft application deadline for the CDOT TAP Call is December 2, 2019 and the final application deadline is January 20, 2020. CDOT will score projects in February 2020 and award funding in April 2020. For more information, see the CDOT TAP Guidelines and Application at <https://www.codot.gov/programs/planning/documents/grants/tap/TAP-guidelines.pdf>.

The TAP program has a non-federal share requirement of 20 percent, which can be met through MMOF funding. Likewise, the 50 percent match requirement of the MMOF funding can be met through a federal TAP award. If applying for both funding sources, project sponsors are strongly encouraged to provide a local contribution to the project even though the match requirements can be fulfilled without a local contribution.

As the status of TAP funding will not be known at the time of submitting the MMOF application, sponsors can identify their TAP request as “unsecured” on the MMOF application. Then, sponsors must identify within the Contingencies section of the application if and how the project will proceed if any unsecured funding is unsuccessful. If a sponsor is requesting more funding than is needed to implement the project, the sponsor must also identify which funding source(s) will be reduced/returned if the project is awarded more funding than is necessary.

Project Requirements

All project submissions must include a **complete application, project location map, description of project's impact on Performance Measure(s), detailed cost estimate per unit and by phase, and a letter of support from the mayor or town administrator**. A resolution of support from the local government council/board may be submitted in lieu of a letter of support if preferred by the project sponsor.

In addition, applicants may be required or may choose to submit the following attachments:

- CDOT letter of support – Required for projects impacting a State Highway; optional for all other projects.
- Applicant's project prioritization by pool – Required for applicants submitting more than one application per pool to identify their project priorities.
- Evidence of extraordinary need or disadvantage – Required for applicants requesting match relief who are designated as "eligible with additional evidence" by CDOT.
- Additional letters of support – Optional for all projects.

All applications must meet the following requirements:

- Projects impacting a Regionally Significant Corridor (RSC), Regional Non-Motorized Corridor (RNMC), or Regional Transit Corridor (RTC) must be consistent with the *2045 RTP Corridor Visions*
- Roadway projects must be on an RSC as identified in the *2045 RTP*
- Non-motorized projects must impact an RNMC from the *2016 NFRMPO Non-Motorized Plan (NMP)* OR provide a safe route to school
- Match of 50 percent, unless requesting match relief reduction or exemption
- Address at least one MMOF Goal
- Address at least one *2045 RTP* Goal
- Address at least one *2045 RTP* Performance Measure
- Complies with applicable local land use plans, local or regional transportation plans, and corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Total funding requested may not exceed \$1,858,336 per funding pool per applicant
- Minimum project size of \$150,000 for non-transit capital/infrastructure projects and \$50,000 for all other project types
- ITS projects must conform to the Region 4 ITS Architecture¹ and supporting Region 4 ITS Strategic Implementation Plan²

¹ CDOT Region 4 Intelligent Transportation Systems Architecture Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture_08-31-2011.pdf, August 2011.

² CDOT Region 4 Intelligent Transportation Systems Strategic Implementation Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Strategic%20Implementation%20Plan_06-30-11.pdf, June 2011.

Scoring Process and Criteria

Scoring Committee

Membership on the scoring committee is open to any member of the TAC, NoCo Bike & Ped Collaborative, Larimer County Mobility Committee, and/or Weld County Mobility Committee. Each local government applying for funding is **required** to have a representative on the scoring committee. Submitted applications will be sent to committee members for review prior to the scoring meeting. The scoring committee consists of voting and non-voting members:

- Voting members of the scoring committee include NFR member local governments. Each NFR member local government has one vote. The vote may be submitted by one individual for all pools or may be submitted by different individuals for each pool.
- Non-voting members of the scoring committee include NFRMPO staff, representatives from agencies other than local governments, and any additional scoring committee members from a particular NFR member local government.

Applicants are encouraged to include subject matter experts from their community on the scoring committee such as experts from the non-motorized, transit, mobility, and public health domains. Applicants are also encouraged to consult their local community and county-level subject matter experts during application development.

Scoring Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 3**. Projects will be scored within each of the three pools:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

Key terms from the scoring criteria are defined as follows:

- **Recreational Opportunities** – Locations that facilitate recreation including parks, trails, sidewalks, and on-street bicycle facilities.
- **Quality of Life** – Accessibility of essential services and/or community amenities.
- **Public Health** – Transportation that improves public health includes active transportation options such as walking, biking, and public transit.
- **Transportation Equity** – Transportation services for areas with low income, minority, older adult (60+), limited mobility, rural and/or traditionally underserved residents.
- **Project Readiness** – Ability to use the MMOF award by FY2022 or earlier.
- **Community Documented Support** – Inclusion of project in a local and/or regional plan, extent of local match, and/or breadth of support as reflected by additional letter(s) of support attached to application.

Table 3. NFRMPO MMOF Scoring Criteria

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

Planning References

CDOT Program Overview

The CDOT MMOF Local Fund Program Overview is available on the CDOT website at <https://www.codot.gov/programs/planning/documents/grants/mmof/mmof-local-fund-overview-final-14oct2019.pdf>. This document, released in October 2019, identifies CDOT requirements for eligible projects and minimum project size, funding administration, the match reduction or exemption process, and the population and poverty rate data used to categorize municipalities and counties for the match relief option.

Additional resources from CDOT on the MMOF include SB 18-001 and the MMOF memo to the TC, available at <https://www.codot.gov/programs/planning/grants/mmof-local>.

2045 RTP Corridors

Applications impacting an RSC, RNMC, or RTC identified in the *2045 RTP* must demonstrate consistency with the corridor vision in the Plan. The *2045 RTP* corridor visions are found in Chapter 3, Section 2 (<https://nfrmpo.org/wp-content/uploads/2045-rtp-chapter-3-section-2.pdf>).

2045 RTP Goals and Performance Measures

Project applications must identify at least one goal from the *2045 RTP* supported by the project. The *2045 RTP* goals include:

- **Economic Development / Quality of Life:** Foster a transportation system that supports economic development and improves residents' quality of life
- **Mobility:** Provide a transportation system that moves people and goods safely, efficiently, and reliably
- **Multi-Modal:** Provide a multi-modal system that improves accessibility and transportation system continuity
- **Operations:** Optimize operations of transportation facilities

Applications must also identify the *2045 RTP* performance measure(s) for which the project would contribute toward target achievement. **Table 4** identifies the *2045 RTP* performance measures and the applicable coverage area of the measure.

Table 4. 2045 RTP Performance Measures

Performance Area	Performance Measure	Coverage
Highway Safety	Number of Fatalities	All Public Roads
	Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	
	Number of Serious Injuries	
	Rate of Serious Injuries per 100M VMT	
	Number of Non-motorized Fatalities and Serious Injuries	

Performance Area	Performance Measure	Coverage
Pavement Condition	Percentage of pavement on the Interstate System in Good condition ³	National Highway System (NHS)
	Percentage of pavement on the Interstate System in Poor Condition	
	Percentage of pavement on the non-Interstate NHS in Good Condition	
	Percentage of pavement on the non-interstate NHS in Poor Condition	
Bridge Condition	Percentage of NHS bridges classified as in Good Condition ⁴	NHS
	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable ⁵	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index ⁶	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
MPO-Specific	Population and essential destinations within paratransit and demand response service area within the MPO boundary	System-wide
	Non-motorized facility miles	
	Percent of non-single occupant vehicle commute trips	
	Fixed-route revenue hours per capita within service areas	
	Daily VMT per capita	
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	
	Miles of fiber for connected roadways	
Travel Time Index on RSCs	RSCs	

³ Good and poor pavement conditions are based on the International Roughness Index (IRI), Cracking, Rutting, Faulting, and/or Present Serviceability Rating (RSC) as described in [23 CFR Part 490 Subpart C](#).

⁴ Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

⁵ A segment is considered reliable if its Level of Travel Time Reliability (LOTTR) is less than 1.5. LOTTR is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

⁶ The Truck Travel Time Reliability (TTTR) Index measures the 95th percentile truck travel time against the 50th percentile truck travel time.

**DRAFT 2019 NFRMPO Multimodal Options Fund
(MMOF) Call for Projects Application**



Applicant Information

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

Project Description

Project Name (60-character limit):	Jurisdiction(s):								
Project Limits (to and from):	Project Length (miles):								
Is this part of an ongoing project? If so, please describe:									
Project Type (select all that apply): <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Operating cost for fixed-route transit</td> <td><input type="checkbox"/> Transportation Demand Management (TDM) program</td> </tr> <tr> <td><input type="checkbox"/> Capital cost for fixed-route transit</td> <td><input type="checkbox"/> Multimodal mobility project enabled by new technology</td> </tr> <tr> <td><input type="checkbox"/> Operating cost for on-demand transit</td> <td><input type="checkbox"/> Multimodal transportation study</td> </tr> <tr> <td><input type="checkbox"/> Capital cost for on-demand transit</td> <td><input type="checkbox"/> Bicycle and pedestrian project</td> </tr> </table>		<input type="checkbox"/> Operating cost for fixed-route transit	<input type="checkbox"/> Transportation Demand Management (TDM) program	<input type="checkbox"/> Capital cost for fixed-route transit	<input type="checkbox"/> Multimodal mobility project enabled by new technology	<input type="checkbox"/> Operating cost for on-demand transit	<input type="checkbox"/> Multimodal transportation study	<input type="checkbox"/> Capital cost for on-demand transit	<input type="checkbox"/> Bicycle and pedestrian project
<input type="checkbox"/> Operating cost for fixed-route transit	<input type="checkbox"/> Transportation Demand Management (TDM) program								
<input type="checkbox"/> Capital cost for fixed-route transit	<input type="checkbox"/> Multimodal mobility project enabled by new technology								
<input type="checkbox"/> Operating cost for on-demand transit	<input type="checkbox"/> Multimodal transportation study								
<input type="checkbox"/> Capital cost for on-demand transit	<input type="checkbox"/> Bicycle and pedestrian project								
Project Pool (select one): <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle and Pedestrian <input type="checkbox"/> Mobility/Multimodal/Other									

Project Description (Address project's impact, if any, on the scoring criteria related to safety, network connectivity, recreational opportunities, quality of life, public health, and/or transportation equity):

MMOF Goals

The MMOF is for projects that contribute to a complete and integrated multimodal system. Does this project:

- Benefit seniors (60+) by making aging in place more feasible for them? Yes No
- Benefit residents of rural areas by providing them with flexible public transportation services? Yes No
- Provide enhanced mobility for persons with disabilities? Yes No
- Provide safe routes to school for children? Yes No
- Increase access to and/or usage of transit or multi-use facilities? Yes No

2045 Regional Transportation Plan (RTP)

Which, if any, 2045 RTP corridor(s) is(are) impacted by the project?

If applicable, how does the project fit with the 2045 RTP Corridor Vision(s)?

2045 RTP Goals and Performance Measures

The project must impact at least one 2045 RTP goal and at least one 2045 RTP performance measure. Support for the 2045 RTP Goals and Performance Measures is worth up to 10 points in the scoring criteria.

MPO Goal(s)	Project Impact
Economic Development / Quality of Life	
Mobility	
Multi-Modal	
Operations	

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment.

- | | | |
|--|---|---|
| <input type="checkbox"/> Number of fatalities
<input type="checkbox"/> Rate of fatalities per 100M VMT
<input type="checkbox"/> Number of serious injuries
<input type="checkbox"/> Rate of serious injuries per 100M VMT
<input type="checkbox"/> Number of non-motorized fatalities and serious injuries
<input type="checkbox"/> VOC Reduction | <input type="checkbox"/> Carbon Monoxide Reduction
<input type="checkbox"/> Nitrogen Oxides Reduction
<input type="checkbox"/> Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
<input type="checkbox"/> Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
<input type="checkbox"/> Percentage of assets with condition rating below 3.0 on FTA TERM Scale | <input type="checkbox"/> Population and essential destinations within paratransit and demand response service area within the MPO boundary
<input type="checkbox"/> Non-motorized facility miles
<input type="checkbox"/> Percent of non-single occupant vehicle commute trips
<input type="checkbox"/> Fixed-route revenue hours per capita within service areas
<input type="checkbox"/> Daily VMT per capita
<input type="checkbox"/> Travel Time Index on RSCs |
|--|---|---|

Integration with Other Plans

Integration with Plans and community documented support is worth up to 10 points in the scoring criteria. List any planning documents that identify the project:

Funding and Phase by Year

Funding Source	Status S = Secured U = Unsecured	FY 2020	FY 2021	FY 2022	FY 2023	Total
MMOF Request	U				N/A	
Match / Overmatch (Match is 50% unless requesting match relief)	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
Phase(s) Initiated: Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other						N/A
Match Relief: If requesting match reduction or exemption, identify eligibility: <input type="checkbox"/> N/A <input type="checkbox"/> Eligible <input type="checkbox"/> Eligible with evidence of extraordinary need or disadvantage (attach evidence)			Total Project Cost			
			Total Match / Overmatch			
			Match / Overmatch Percentage			
			Total Local Contribution			
			Local Contribution Percentage			

Contingencies: Partial Awards, Funding Alternatives, and Scalability

If a partial award is acceptable, what is the minimum amount of MMOF funding the project would accept?

If the project receives a partial award, unsecured funding is unsuccessful, and/or if a match relief request is denied, identify if and how the project could proceed (e.g. extent of scope reduction, source(s) of alternative funding, timeline adjustments, etc.):

For projects with multiple unsecured funding sources, if more funding is requested and received than required, which funding source would be reduced/returned?

Operations and Maintenance

If the completed project will generate the need for operational and/or maintenance funds, identify the estimated annual cost and the status and source of funding:

Partnerships

Partnership contributions of at least 2% of the total project cost are worth 10 points in the scoring criteria. If other agencies or organizations are partnering with you on this project, describe each agency's role, list the monetary value of their contribution, and identify the status of any agreements (e.g. ROW donations or easements):

Intelligent Transportation System (ITS)

If this project is ITS, is the ITS Equipment identified in the Region 4 ITS Architecture Plan and Region 4 ITS Strategic Implementation Plan? Yes No N/A

If this project is ITS, identify how the equipment will be operated/maintained, the entity responsible for operations/maintenance, and how the equipment will interface with other ITS equipment:

Environmental Considerations

Which type of clearance (Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement) is anticipated and what is the status of the environmental clearance?

Anticipated Project Milestone Dates

	Month-Year
Advertisement Date or Notice to Proceed	
Project Completion	

Attachments

Required for all projects:

- Project location map
- Performance Measure(s) Impacts
- Detailed cost estimate per unit and by phase
- Letter of support from mayor/town administrator*

Required for some projects:

- CDOT letter of support
- Applicant's project prioritization by pool
- Evidence of extraordinary need or disadvantage

Optional:

- Additional letters of support

*Resolutions of support from the local government council/board may be submitted in lieu of a letter if preferred by the project sponsor.

Submit draft applications without attachments to Karen Schneiders at karen.schneiders@state.co.us by January 13, 2020.

Submit final applications with attachments to Becky Karasko at bkarasko@nfrmpo.org by January 31, 2020.



MEMORANDUM

To: NFRMPO Planning Council
From: Alex Gordon
Date: December 5, 2019
Re: Expansion of Mobility Program

Background

At the November 7, 2019 Planning Council meeting, NFRMPO staff brought the One Call/One Click Center project as a Discussion item. Planning Council members raised some concerns about the funding and operations of the program, specifically the responsibility of NFRMPO communities to pay for the program, the overall use and benefit of transit funds, and how the program will support itself through revenue beyond the initial three years.

NFRMPO staff discussed the project with the Finance Committee. The Finance Committee asked for identified targets for performance measures and clarification on the budget, including what each line item meant. Both items are shown in the attachments. Finance Committee recommended holding \$600,000 from the Multimodal Options Fund (MMOF) until Planning Council takes action on the expansion of the Mobility Program. NFRMPO staff prepared an organizational chart of the program, identifying the proposed expansion of an existing NFRMPO program and its responsibilities.

The One Call/One Click Center project is based on work undertaken by TransitPlus, the consultant hired to write the [Larimer County Senior Transportation Implementation Plan](#). TransitPlus used statewide and national best practices as they created a budget, identified potential funding sources, and milestones to hit as the program grows. The NFRMPO is proposing a three year budget paid for using Multimodal Options Fund (MMOF) money with local match provided by the VanGo™ surplus funds. The idea is to use this funding to create the infrastructure needed to have a sustainable program in the future without expecting local communities to contribute any funding at this time. This budget includes:

- Mobility Manager
- AmeriCorps VISTA
- Support staff (call center)
- Software
- Indirect costs
- Local match funds

The MMOF and VanGo™ funds are one-time funds with purposes which align with the Mobility Management project. At this time, the NFRMPO does not expect to ask for additional local funds from



communities. One of the key tasks of the Mobility Manager once he or she is hired is to begin identifying grants, funding opportunities, and key community partners to ensure there is funding to keep the program going.

The One Call/One Click Center is not a business and therefore it will not charge for use. The program would work to build partnerships, apply for grants, and use non-traditional funding sources like in-kind match as match for the program. For example, assisting Rural Alternative for Transportation (RAFT) with scheduling rides would allow the program to use some of their volunteer driver hours as match for federal or state grants. Grants like FTA \$5310 require a local match regardless of how much funding is requested. Other grants like the National Aging and Disability Transportation Center (NADTC) grant did not require a match. Often, federal grants cannot be used as match for other federal grants; however, non-profit grants could be used in these cases.

The project can be phased based on funding if the MMOF and VanGo™ funds are not approved by Planning Council. For example, the Call Center could be done gradually by creating a region-wide trip-discovery website and simultaneously working on smaller coordination projects with the healthcare industry, transportation providers, and other local stakeholders. As funding is available, the program could hire staff and purchase trip software.

In addition, the project is focused on collaboration, partnerships, efficiencies, and making it easier for older adults, individuals with disabilities, their caretakers, advocates, and other stakeholders to find and book transportation. As a result, the program will not operate transportation service and will not be competition to existing providers. The funding would be used to improve the system overall, helping transportation providers focus on providing needed trips.

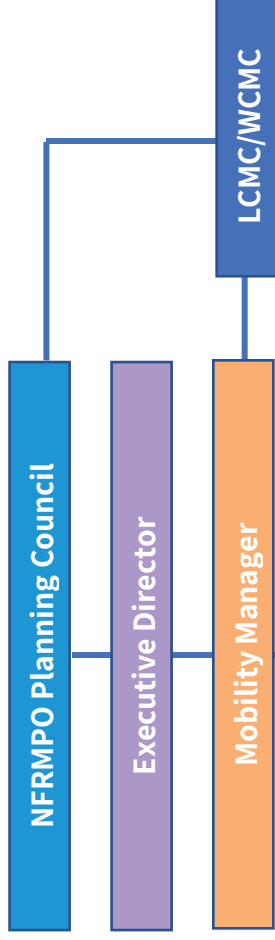
Action

NFRMPO staff is requesting NFRMPO Council discuss the funding of the One Call/One Click Center project and provide any additional feedback.

Attachments

- Mobility Management Organizational Chart
- Table 8-1: Goals and Measurable Outcomes
- Table 8-2: Budget

Mobility Management Organization Chart



Technical Assistance
<ul style="list-style-type: none"> • Grant assistance for human service agencies, small communities • Grant reporting for subrecipients
<p><u>Costs</u></p> <ul style="list-style-type: none"> • Staff time • Currently paid for via grant funds supported by local match
EXISTING

Coordination
<ul style="list-style-type: none"> • Larimer and Weld County Mobility Committees (LCMC & WCMC) • Coordinated Public Transit/Human Services Transportation Plan • Transportation provider feedback and inclusion • Trip Discovery software
<p><u>Costs</u></p> <ul style="list-style-type: none"> • Staff time • Trip Discovery software • Currently paid for via grant funds • CDOT funds available for expansion
EXPANSION

Call Center
<ul style="list-style-type: none"> • Operate Call Center • Information and Referral Service • Trip Dispatch software
<p><u>Costs</u></p> <ul style="list-style-type: none"> • Trip Dispatch software • Call Center employees time • Depends on number of calls, how many providers
NEW

Table 8-1: Goals and Measurable Outcomes with proposed targets

Goal 1: Make it easier for people to find out what services are available.				
Task	Measurement	Year 1 Target	Year 2 Target	Year 3 Target
Establish a website as a foundational resource for finding rides. The website will be accessible and: <ul style="list-style-type: none"> • Include all public transportation services in the region (publicly and privately operated, demand response, fixed-route, and van-pool) with information on when and where services are available, what they cost, and how to ride and/or schedule a trip. 	<ul style="list-style-type: none"> • Number of webpage views 	100 per month	200 per month	300 per month
	<ul style="list-style-type: none"> • Survey riders on website: <ul style="list-style-type: none"> ○ Ease of navigation ○ Usefulness of information ○ Accessibility 	10 surveys per year	20 surveys per year	50 surveys per year
	<ul style="list-style-type: none"> • Number of app downloads 	50 downloads per month	150 downloads per month	300 downloads per month
Develop a mobile application with information similar to website, if the website is not mobile friendly. *Note: if 1-Click CS Software is utilized, this goal will likely be removed as their website is mobile friendly and they do not have a separate mobile app.	<ul style="list-style-type: none"> • Number of app views 			
	<ul style="list-style-type: none"> • Survey riders on mobile app: <ul style="list-style-type: none"> ○ Include items such as ease of navigation, usefulness of information, accessibility 	10 surveys per year	20 surveys per year	50 surveys per year

<p>Provide and distribute written material illustrating the region-wide services available.</p>	<ul style="list-style-type: none"> • Number of brochures distributed 	<p>1,000 per year</p>	<p>2,500 per year</p>	<p>5,000 per year</p>
<p>Establish protocols to assure there is “no wrong door”, training transportation providers and human service agency staff in how to respond to key questions and provide a “warm transfer” when needed.</p>	<ul style="list-style-type: none"> • Number of people trained 	<p>20 people per year</p>	<p>50 people per year</p>	<p>50 people per year</p>
	<ul style="list-style-type: none"> • Number of trainings provided 	<p>2 trainings per year</p>	<p>3 trainings per year</p>	<p>3 trainings per year + customized trainings on request</p>
<p>Provide a One-Call/One-Click Center for regional residents to learn about service options.</p>	<ul style="list-style-type: none"> • Number of calls taken 	<p>5 calls per day</p>	<p>10 calls per day</p>	<p>15 calls per day</p>

Goal 2: Market the mobility management program and the importance of transportation options.				
Task	Measurement	Year 1 Target	Year 2 Target	Year 3 Target
Brand the OCOCC including the mobility management program	<ul style="list-style-type: none"> Acquire branded logo, and templates for letterhead, presentations, flyers. 			
Market the program to the general public and to groups that come in contact with people who might use the service (human service agencies, churches, programs for people with disabilities, older adults, etc.).	<ul style="list-style-type: none"> Increase awareness to ___% of the (impacted) population 	2%	5%	15%
	<ul style="list-style-type: none"> Number of events/presentations 	30	30	50
	<ul style="list-style-type: none"> Number of people attending 	10-15 per meeting	10-15 per meeting	10-15 per meeting
	<ul style="list-style-type: none"> Number of brochures distributed 	30 per meeting	30 per meeting	30 per meeting
	<ul style="list-style-type: none"> Number of events/presentations Number of people attending Number of brochures distributed 	See above	See above	See above
Market the benefits of having mobility options	<ul style="list-style-type: none"> Number of events/presentations Number of people attending Number of brochures distributed 	See above	See above	See above
Market the value of and need for volunteer drivers	<ul style="list-style-type: none"> Number of events/presentations Number of people attending Number of brochures distributed 	See above	See above	See above

Goal 3: Support the ability of existing providers to provide efficient and coordinated services.				
Task	Measurement	Year 1 Target	Year 2 Target	Year 3 Target
Provide travel planning for Larimer County and Weld County residents, teaching them how to use multiple services to meet travel needs (including demand response, local fixed route, regional service options). Build a network of providers committed to coordination efforts in the region.	• Number of people trained	10 people per week	15 people per week	15 people per week
	• Number of sessions held	10 sessions per month	10 sessions per month	10 sessions per month
	• Number of Independent Travel Plans developed	10 IDPs per month	10 IDPs per month	10 IDPs per month
	• Number of active participants at coordination meetings	15 members	15 members	15 members

Goal 4: Develop a mobility management program that brings value to the Region and is sustainable.				
Task	Measurement	Year 1 Target	Year 2 Target	Year 3 Target
Identify funding opportunities for sustainable operations	<ul style="list-style-type: none"> Percent of program covered by grants 	100%	85%	75%
	<ul style="list-style-type: none"> Percent of providers and partners providing match or other funding 	25%	50%	50%
Identify two to four shared community measures of social impact that the Mobility Manager and transportation providers can affect and ways to measure the impact of program activities on attaining them.	<ul style="list-style-type: none"> To be defined by LCMC members 			
Increase the coordination efforts, human service agency involvement and provider involvement.	<ul style="list-style-type: none"> Number of providers and human service agencies involved with the OCOCC 	4 providers	6 providers	10 providers
	<ul style="list-style-type: none"> Number of multi-provider trips (e.g., number of trips requiring two or more providers) 	10 per month	15 per month	20 per month
	<ul style="list-style-type: none"> Annual provider and human service agency satisfaction surveys 	10 surveys per year	15 surveys per year	15 surveys per year
	<ul style="list-style-type: none"> Number of new riders 	10 new riders per month	20 new riders per month	20 new riders per month

Measure the impact of the mobility management program on services available and use.	<ul style="list-style-type: none"> Number of unduplicated riders on demand response services (per capita) 	TBD	TBD	TBD
	<ul style="list-style-type: none"> Annual trips by area or population 	TBD	TBD	TBD
	<ul style="list-style-type: none"> Annual rider satisfaction surveys 	10% of participants	20% of participants	30% of participants

Goal 5: Implement an OCOCC for the Region.				
Task	Measurement			
<p>Make a software program available to providers with functionality to manage clients, trips, drivers, and vehicles and provide a digital connection so information can be shared among providers and the OCOCC.</p>	<ul style="list-style-type: none"> Implementation of trip scheduling software for Larimer County and Weld County 	RFP and IGAs	Development	Testing and opening
<p>Establish an OCOCC allowing riders to register for services and schedule rides through the call center or the website/mobile application.</p>	<ul style="list-style-type: none"> Number of unduplicated clients served Number of trips provided Number of trips scheduled through: <ul style="list-style-type: none"> The call center The website The mobile app 	See above	See above	See above

	<ul style="list-style-type: none">• Number of rural trips provided (either origin or destination)			
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Table 8-2: Budget

	2020	2021	2022	Total
Mobility Manager				
<ul style="list-style-type: none"> • Full time employee with benefits • Runs program under direction of Executive Director and Planning Council • Builds community support for program • Identifies additional funding opportunities • Outreach 	\$93,000	\$93,000	\$93,000	\$279,000
AmeriCorps VISTA				
<ul style="list-style-type: none"> • Paid volunteer in partnership with community partner • Grant writing and reporting • Outreach 	\$24,000	\$24,000	\$24,000	\$72,000
Additional Staff Support				
<ul style="list-style-type: none"> • Paid staff for operating of Call Center 	-	\$44,000	\$88,000	\$132,000
Indirect cost				
<ul style="list-style-type: none"> • Overhead including rent, determined based on CDOT formula for agency payroll and updated annually 	\$97,000	\$104,000	\$137,000	\$338,000
Software				
<ul style="list-style-type: none"> • Trip Discovery software (what trips are possible, costs, referral system) • Trip Dispatch software (provider software to synthesize funding, booking of rides, interoperability, etc.) 	\$60,000	\$75,000	\$75,000	\$210,000
Funds to match grants				
<ul style="list-style-type: none"> • Funding set aside to match grants like \$5310 as they arise 	\$50,000	\$50,000	\$50,000	\$150,000
TOTAL	\$324,000	\$390,000	\$467,000	\$1,181,000

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
December 5, 2019	Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision	Dave Klockeman City of Loveland
Objective/Request Action		
<p>Revise CNG Fast Fill Station CMAQ Grant Award from 2016 Call For Projects to fund one (1) station in Loveland as costs are higher than initially anticipated and other station in Fort Collins previously proposed as part of award has been completed using other funding. Outcome is still two (2) new CNG Fast Fuel Stations.</p>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>CNG Fast Fill Station CMAQ Grant from 2016 Call For Projects initially awarded to Larimer County was transferred to Loveland. The initial application included two (2) locations, one in Fort Collins and one in Loveland at the CDOT Loveland Residency on SH402. Fort Collins has constructed a shared use CNG station using separate funds. Loveland is proposing to build a CNG station at the City of Loveland Service Center / Public Works Building at 1st St and Wilson Ave. Station costs are higher than previously anticipated and the project needs to use all of the grant funding. Construction in 2020 would align with the Loveland project to replace fuel farm. In addition, the City has completed an alternate fuel study and identified additional future CNG fueled vehicles.</p> <ul style="list-style-type: none"> • Current project scope: Build two (2) fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling • Proposed project scope: Build one (1) fast fill fueling station to accommodate County and municipal fleet needs for CNG fueling. 		
Committee Discussion		
<p>At their meeting on November 20, the Technical Advisory Committee (TAC) discussed the scope revision. At their December 18 meeting TAC will provide a recommendation to Planning Council.</p>		
Supporting Information		
<p>In 2017, the City of Loveland Fleet Management Division retained the services of consultant WIH Resource Group to provide a cost-benefit analysis for how best to convert substantial segments of the City’s fleet of 750 vehicles/equipment to cleaner, more cost-effective alternative fuels/power. <i>WIH Resource Group placed a significant emphasis on the potential benefits of converting most of the City’s heavy-duty truck and bus fleets from diesel fuel to CNG fuel, as older vehicles are retired.</i></p> <p>WIH Resource Group also made other specific recommendations for converting light/medium duty gas and diesel vehicles to gas-electric hybrids, plug-in electrics, and cleaner bio-diesel fuel blends. The results of their work is included in the “Study for Alternative Fuels/Alternative Power – Final Report” prepared for the City.</p> <p>Also during this 2017-18 timeline, Loveland staff participated in a regional CNG Coalition Group led by Larimer County, along with the City of Fort Collins, Colorado State University, CDOT Region 4, Thompson School District and Poudre School District. Larimer County received a Congestion Mitigation Air Quality (CMAQ) grant award for the construction of two CNG fueling stations – one in the Fort Collins area and one in the Loveland area. After considering different locations within the Loveland area, the group determined that the City of Loveland’s Municipal Service Center was the most viable location for a south-county, shared fueling station. Larimer County then transferred its CNG grant award of \$828,000 to the City of Loveland. In this same timeframe, the Fort Collins constructed a new CNG station on East Vine Drive, with an offer to allow Larimer County and CDOT to fuel their CNG vehicles there also. Larimer County has utilized this location for fueling their Road and Bridge Department vehicles located at their nearby facility.</p>		



Supporting Information, continued

Until now, the primary challenge for adding CNG to the City fleet has been the relatively large, one-time capital investment of \$1.2M needed to construct the required CNG Fueling Infrastructure as there currently are no privately owned CNG fueling stations in the Loveland area.

Due to Larimer County's leadership and generosity in transferring to Loveland its two CMAQ grant awards totaling \$828,000, Fleet Management can now begin converting a significant segment of its heavy-duty truck and bus fleet to cheaper and cleaner CNG fuel, as older vehicles are replaced. As per the grant award terms, Larimer County and CDOT will also be allowed to fuel their CNG vehicles at the Loveland CNG station.

The total funding of \$1,200,000 includes \$828,000 in CMAQ funds, \$172,000 in Local Match Funds, and \$200,000 in Local Overmatch Funds, which is the same amount of federal, local match, and overmatch as the original project. These costs include a new connection to a high-pressure gas main as well as retrofitting an existing facility to accommodate CNG fueling.

Advantages

CNG Fast Fill Station is constructed on west side of I-25, accessible to the City of Loveland, Larimer County and CDOT in an area where there are no other facilities. Allows for Loveland to add CNG vehicles to fleet for replacement and/or additional stock, improving air quality.

Disadvantages

None.

Analysis/Recommendation

Loveland requests Planning Council review and discuss the proposed project scope change.

Attachments

- Table 1: Revised emissions benefits for partially funded CMAQ projects from the 2016 Call for Projects eligible to receive additional funds
- Tables 2-4: Original and revised emissions benefits for the CNG Station project
- Map of proposed station location

Rev. 11/28/2018

Table 1. Revised Emissions Benefits for Partially Funded CMAQ Projects from the 2016 Call for Projects

Rank	Project Sponsor	Project Name	Request	Award	Unfunded	NOx Reduction in KG per Day	VOC Reduction in KG per Day	NOx Cost per KG Reduced Years 1-5	VOC Cost per KG Reduced Years 1-5
1	Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	Project fully funded: revised emissions not calculated			
2	Loveland	Traffic Signal Progression Improvements—US34	\$640,000	\$640,000	\$0	Project fully funded: revised emissions not calculated			
3	Loveland	CNG Fast Fill Station	\$827,900	\$827,900	\$0	8	3	\$115	\$273
4	Weld County	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	Project cannot proceed due to suspension of Buy America waiver program: revised emissions not calculated			
5	Greeley	Greeley Evans Transit Diesel Bus Replacement	\$3,027,834	\$1,513,000	\$1,514,834	<1	<1	\$8,899	\$1,060,902
6	Loveland	COLT Diesel Bus Replacement	\$768,000	\$384,000	\$384,000	3	<1	\$314	\$3,774
7	Loveland	Loveland Diesel Fleet Replacement	\$663,600	\$384,000	\$279,600	Project cannot proceed due to suspension of Buy America waiver program: revised emissions not calculated			
8	Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	12	1	\$324	\$4,189
9	Johnstown	Johnstown EV Charging Station*	\$28,400	\$0	\$28,400	Scoring committee recommended applicant apply for the Charge Ahead Colorado Call: revised emissions not calculated			
10	Fort Collins	Power Trail and Harmony Crossing: Intersection Improvement/Bike and Pedestrian	\$1,872,933	\$0	\$1,872,933	Project received funding from the Region 4 Transportation Alternatives Program (TAP): revised emissions not calculated			
Total			\$14,795,567	\$8,279,400	\$6,516,167				

Table 2. Original Emissions Benefits for the SH402 CNG Fueling Station for Larimer County

Method: EPA Diesel Emissions Quantifier

Data Item	NOx	VOC
Reduction in KG/Day	98	14
Short-term reduction (KG in Year 1)	24,741	3,606
Long-term reduction (KG in Years 2-5)	98,965	14,424
Cost	\$600,000	\$600,000
Cost per KG over 5 Years	\$5	\$33

Table 3. Revised Emissions Benefits for the SH402 CNG Fueling Station for Larimer County

Method: 2018 AFLEET

Data Item	NOx	VOC
Reduction in KG/Day	8	3
Short-term reduction (KG in Year 1)	1,103	639
Long-term reduction (KG in Years 2-5)	8,574	3,755
Cost	\$600,000	\$600,000
Cost per KG over 5 Years	\$62	\$137

Table 4. Emissions Benefits for the CNG Fueling Station for Loveland

Method: 2018 AFLEET

Data Item	NOx	VOC
Reduction in KG/Day	8	3
Short-term reduction (KG in Year 1)	1,158	639
Long-term reduction (KG in Years 2-5)	9,261	3,754
Cost	\$1,200,000	\$1,200,000
Cost per KG over 5 Years	\$115	\$273



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AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
December 5, 2019 Windsor	FY2019 Transportation Improvement Program (TIP) Project Delay Review	Medora Bornhoft
Objective/Request Action		
To discuss providing an extension through June 30, 2020 (the end of State FY2020) for TIP projects with a second or third delay.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • Three projects awarded through NFRMPO Calls for Projects and initially programmed in FY19 or earlier are delayed for the second or third time. Sponsors of two of the projects are requesting an extension through June 30, 2020: <ul style="list-style-type: none"> ◦ Loveland - <i>US 287 & US 34 VMS Signs</i> project with \$497K in federal funding. ◦ Larimer County and Berthoud - <i>LCR 17 Expansion</i> project with \$1,866K in federal funding. • Sponsors of both projects anticipate meeting an advertisement deadline of June 30, 2020. • The sponsor of the third project with a delay, Weld County, is not requesting an extension for their CNG Vehicle project. The County plans to return the unobligated federal funding to the CMAQ pool due to the suspension of the Buy America waiver program. 		
Committee Discussion		
<ul style="list-style-type: none"> • TAC discussed the FY2019 TIP Project Delay Review at their November 20, 2019 meeting. 		
Supporting Information		
<ul style="list-style-type: none"> • The TIP Project Delay Procedure is identified in the FY19-22 Transportation Improvement Program (TIP). “Delay” is defined as: <ul style="list-style-type: none"> ◦ when a construction-related project is not advertised during the fiscal year assigned in the TIP; or ◦ when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP. • The first time a project is delayed, the TIP Project Delay Procedure allows TAC to recommend a one-year extension if CDOT can guarantee the funds in the next fiscal year. • If a project requires a second extension, TAC may either: <ol style="list-style-type: none"> (1) recommend Planning Council issue a second extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project partially funded in the 2014 Call for Projects for FY2016-2019. • According to the TIP, second extensions are intended for projects with extenuating circumstances that exist outside the project sponsor’s control preventing the project from moving forward. 		
Advantages		
<p>The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.</p>		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests Planning Council discuss providing extensions to two projects as requested by the project sponsors.		
Attachments		
<ul style="list-style-type: none"> • FY2019 Delay Review - TIP Projects Requesting Extensions from Planning Council 		

Table 1. FY2019 Delay Review - TIP Projects Requesting Extensions from Planning Council

SPONSOR	PROJECT NAME	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	PROJECT STATUS COMMENTS	Federal Funds Programmed in TIP (in thousands)	2017 Review Outcome	2018 Review Outcome	2019 Delay Status
Larimer County/ Berthoud	LCR 17 Expansion	STBG	FY18	This project is awaiting concurrence to advertise from CDOT. We anticipate that happening in the next few weeks and we plan to go to ad in December or January.	\$1,866	N/A	1 st Extension	2nd Delay
Loveland	US 287 & US 34 VMS Signs	CMAQ	FY15	Final IGA Draft received from CDOT 11/1/2019. City approval anticipated by 1/1/2020. Delays in IGA due to CDOT developing updated criteria and policies. Loveland would like to extend the 2nd extension because circumstances were out of our control. Ad date anticipated 5/1/2020.	\$497	1 st Extension	2nd Delay	DELAYED



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: December 5, 2019

Re: 10-Year Strategic Pipeline of Projects

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, 2019 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, 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, a Work Session was held during the October 16, 2019 TAC meeting where the following list of six priority corridors for the NFRMPO region was developed:

- I-25
- US34
- US85
- US287
- SH392
- SH14



This list was presented to Planning Council at their November 7, 2019 meeting to request their approval. At that time, Planning Council requested TAC create a list of ranked projects along these corridors for Planning Council to review.

NFRMPO Staff compiled a list of 41 projects along these six corridors from the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, and the Region 4 2018 Ballot Project List. Staff requested TAC members review the projects ahead of the November 20, 2019 TAC meeting to ensure:

- All known projects on the six corridors including roadway, bike & ped, and transit projects are included;
- All known phases of the projects are included;
- All project costs shown are the most current estimates; and
- The Local Match amounts shown are correct for those projects which have Local Match funds identified.

Following the November 20, 2019 TAC meeting and Discussion, Staff requested TAC members review the projects within their communities to ensure the project information was correct and to provide any changes by Tuesday, December 3, 2019. The updated project list will be provided to Planning Council members prior to the December 5, 2019 meeting. At that time, staff will request Planning Council members review the project list and provide feedback at the Friday, December 13, 2019 Work Session.

Action

Staff requests Planning Council members review the updated list of projects, to be provided prior to the Planning Council meeting, on the six identified corridors and provide feedback at the December 5, 2019 meeting.