

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA  
February 6, 2020

Eaton Area Community Center, 1675 3<sup>rd</sup> Street., Eaton, 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- January 9, 2020 (Pg. 8)

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

Est. Time

- |   |           |  |
|---|-----------|--|
| 3) Air Pollution Control Division (APCD)        | (Written) |  |
| 4) Regional Air Quality Council (RAQC) (Pg. 14) | (Written) |  |

Metropolitan Planning Organization Agenda

REPORTS:

Est. Time

- |  |  |      |
|--|--|------|
| 5) Report of the Chair- STAC Appointment | Dave Clark-Council Chair- City of Loveland | 6:05 |
| 6) Executive Director Report             | Suzette Mallette-MPO Executive Director    | 6:10 |
| 7) TAC (Pg. 18)                          | (Written)                                  |      |

CONSENT AGENDA:

- |  |   |  |
|--|---|--|
| 8) 2020 Executive Director Goals   | Dave Clark                                    |  |
| 9) 2016-2020 NFRMPO Targets for Safety Performance Measures (Pg. 19)<br>Resolution 2020-06 | AnnaRose Cunningham- Transportation Planner I |  |
| 10) 10-Year Strategic List of Projects (Pg. 22)<br>Resolution 2020-07                      | Suzette Mallette                              |  |

ACTION ITEMS:

Est. Time

- |   |   |      |
|---|---|------|
| 11) Transfort FY2020 Program of Projects (POP) (Pg. 25)<br>Resolution 2020-08 | Annabelle Phillips- Transfort                               | 6:15 |
| 12) January 2020 TIP Amendment (Pg. 38)<br>Resolution 2020-09                 | AnnaRose Cunningham   | 6:25 |
| 13) Premium Transit Feasibility Study Scope (Pg. 43)                          | Alex Gordon- Transportation Planner II/Mobility Coordinator | 6:30 |

DISCUSSION ITEM:

- |                                 |  |      |
|---------------------------------|--|------|
| 14) NFRMPO Boundary Focus Group | Tom Donnelly- Larimer County Commissioner<br>Barbara Kirkmeyer- Weld County Commissioner | 6:50 |
|---------------------------------|--|------|

COUNCIL REPORTS:

- |                            |  |      |
|----------------------------|--|------|
| Transportation Commission  | Kathleen Bracke- Transportation Commissioner | 7:20 |
| I-25 Update                | Heather Paddock- CDOT R4 Director            |      |
| US 34 Coalition            | Dave Clark                                   |      |
| STAC                       | Dave Clark/Written                           |      |
| Host Council Member Report | Kevin Ross- Mayor of Eaton                   | 7:25 |

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

**NEXT MPO COUNCIL MEETING: March 5, 2020- City of Fort Collins**



## **MPO Planning Council**

### *City of Loveland*

**Dave Clark, Councilmember- Chair**

Alternate- Steve Olson, Councilmember

### *Town of Severance*

**Donald McLeod, Mayor- Vice Chair**

Alternate- Frank Baszler, Trustee

### *Town of Windsor*

**Kristie Melendez, Mayor - Past Chair**

Alternate- Ken Bennett, Mayor Pro Tem

### *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

### *Larimer County*

**Tom Donnelly, Commissioner –**

Alternate- Steve Johnson- Commissioner

### *Town of Milliken*

**Elizabeth Austin, Mayor Pro Tem**

### *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

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

## GLOSSARY (cont'd)

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

**GLOSSARY (cont'd)**

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



Eaton Area Community Center  
1675 3rd Street, Eaton, CO

Community Center

*Eaton*



**Directions:**  
 From South: Take US 85 to 3rd Street. Take a left on 3rd Street. Eaton Area Community Center is one mile west of intersection.  
 From North: Take US 85 to 3rd Street. Take a right on 3rd Street. Eaton Area Community Center is one mile west of intersection.  
 From West: Take Weld County Road 74 to Weld County Road 35. Eaton Area Community Center is 0.4 miles north of intersection.



North Front Range  
Metropolitan  
Planning  
Organization



0.25 0.125 0 0.25 Miles



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

**January 9, 2020  
Berthoud Town Hall, 807 Mountain Ave.  
Berthoud, CO**

**Voting Members Present:**

Dave Clark- CHAIR	-Loveland
William Karspeck	-Berthoud
Kevin Ross	-Eaton
Mark Clark	-Evans
Wade Troxell	-Fort Collins
Brett Payton	-Greeley
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Don McCleod	-Severance
Barbara Kirkmeyer	-Weld County
Kristie Melendez	-Windsor
Kathleen Bracke	-Transportation Commission

**Voting Members Absent:**

Rick Coffin	-CDPHE
Fil Archuleta	-Garden City
Troy Mellon	-Johnstown
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath

**MPO Staff:**

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

**In Attendance:**

Dawn Anderson, Jeff Bailey, Frank Baszler, Jim Becker, Cody Bird, Ed Cannon, Chad Crager, Jim Eussen, Ruth Fletcher-Carter, Lorna Greene, Jamie Grimm, Katie Guthrie, Troy Hamman, Butch Hause, Joel Hemeseth, Omar Herrera, Myron Hora, Mark Jackson, Will Jones, Dave Kisker, Dave Klockeman, Mitch Nelson, Mark Oberschmidt, Heather Paddock, Jim Paulmeno, Karen Schneiders, Jonathon Sera, and Robin Stoneman.

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

**Public Comment:**

There was no public comment.

**Move to Approve Agenda:**

Ross **moved** to approve the, *January 9, 2020 Meeting Agenda as amended*. The motion was **seconded** and **passed** unanimously.

**Move to Approve Minutes:**

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



## Lead Planning Agency for Air Quality Agenda

Chair Clark opened the Air Quality portion of the meeting.

### Air Pollution Control Division (APCD)

A written report was provided.

### Regional Air Quality Council (RAQC)

Mike Silverstein, RAQC Executive Director, provided the January RAQC report to the Council. He announced that even though tremendous work has been done to bring the region into compliance with both the .075 ppb and .070 ppb standards, the 2019 4<sup>th</sup>-Maximum 8-Hour Ozone Values (the third year of the 3-year rolling average) have finalized the North Front Range (NFR) as a “serious” nonattainment designation, beginning in 2022. Because of the reclassification to “serious”, the development of an “Ozone State Implementation Plan (SIP)” is required by summer 2020. Donnelly enquired whether Silverstein was still committed to his statement made at the September 5, 2019 MPO Council meeting that the NFR would be in compliance with the new .070 ppb federal standard by 2024. Silverstein said he believed it was possible without any additional regulatory requirements being imposed. Following a brief discussion Donnelly asked Silverstein to put his statement into a memo to the Council. Silverstein agreed to send a letter affirming his commitment.

## Metropolitan Planning Organization (MPO) Agenda

Chair Clark opened the MPO portion of the meeting.

### Reports:

#### Report of the Chair:

Chair Clark explained the Finance and Human Resources Committee responsibilities briefly and encouraged Council members to volunteer for open positions. Council Committees were assigned as follows:

**Finance Committee:** Chair-McLeod; Members- Karspeck, Kirkmeyer, Ross, and Stephens. McLeod will look at scheduling their meetings on a date and time amenable to the entire committee.

**Human Resource Committee:** Chair- Melendez; Members- Mellon, M. Clark, and Payton.

#### Executive Director Report:

Mallette reported the following to the Council:

- A draft letter written to Sean Poole, a Congressional staff person, requesting continued support for I-25. Council was in consensus the letter could be sent as written
- VanGo Dashboard shows the program experienced its first truly consistent year in ridership in the past 5 years.
- Executive Summaries of Planning Council meetings will be going out each Monday following Council meetings, the first one will be sent Monday, January 13<sup>th</sup>.
- MPOF Call for Projects draft application deadline is January 13<sup>th</sup>. Final applications are due January 31<sup>st</sup>.
- 2019 Annual Report was provided to the Council.
- The provided AQCC report announces two upcoming public meetings to engage stakeholders on two potential greenhouse gas emissions topics: a reporting rule and reduction strategies addressing HFC emissions. The meetings are January 16<sup>th</sup> and 17<sup>th</sup> with a public proposal available to the public in February and a public hearing set in May. Comments may also be submitted in writing by January 27<sup>th</sup>.

TAC:

A written report was provided.

Mobility Committee:

The Winter 2020 Newsletter and a written report for Weld County were provided.

Q4 TIP Modifications:

A written report was provided.

**MOVE TO APPROVE CONSENT AGENDA:**

Ross **moved** to *approve the Consent Agenda*. The motion was **seconded** and **passed** unanimously.

Items on the Consent Agenda included:

- Loveland CNG Fueling Station
- FY2019 TIP Project Delay
- 2017 Coordinated Plan Amendment

**ACTION ITEMS:**

North Front Range Regional Rail- Feasibility Study Funding

Director Mallette presented background information and three potential options for funding the North Front Range Regional Rail Feasibility Study. Council discussed the importance of the study including all forms of transit and the ability to withdraw if the draft scope of work is not in the best interest of the Council as a whole.

Kirkmeyer **moved** to *APPROVE RESOLUTION 2020-05 WITH OPTION 1 (TAKING \$125K OF MMOF OFF THE TOP AND MATCH WITH OTHER MPO FUNDS, POTENTIALLY CPG, WITH LOCAL MATCH OF 17.21% ON THE CPG FUNDS DISTRIBUTED ACROSS ALL MEMBERS OR FORT COLLINS SALES TAX FUNDS) AND WITH "REGIONAL RAIL" REVISED TO "REGIONAL TRANSIT" AND LANGUAGE REVISED TO INCLUDE CONNECTING COMMUNITIES ON EXISTING RIGHTS-OF-WAY*. The motion was **seconded** and **passed** unanimously.

Expansion of Mobility Program (One Call- One Click)

Alex Gordon, Mobility Coordinator/Transportation Planner II provided additional information on performance measures and funding for the proposed Mobility Program Expansion as requested at the November and December Council meetings. It was noted program expansion into Larimer and Weld Counties as well as the addition of multiple funding partners were primary goals of the program. Progress will be reported to the Finance Committee.

Melendez **moved** to *APPROVE RESOLUTION 2020-03 APPROVING THE EXPANSION AND FUNDING OF THE MOBILITY PROGRAM*. The motion was **seconded** and **passed** unanimously.

Wellington NFRMPO Membership

Mallette reviewed the process required for Wellington to gain membership on the NFRMPO Council. Mayor of Wellington, Troy Hamman explained the rationale for Wellington's request was to create a more relevant partnership in the NFR region. Kirkmeyer indicated the financial implications to the Upper Front Range (UFR) were greater than just the \$42k in CMAQ funding and expressed her desire to balance funding throughout the communities in Larimer, Weld and

Morgan counties. She proposed creating a committee to study the possibilities of resetting the UFR and NFR boundaries. Donnelly agreed, but noted the importance of having a proper balance on the committee. Any changes would have to be approved through both Governor Polis and FHWA.

Chair Clark requested Donnelly and Kirkmeyer provide a proposal at the February 6th meeting. Hamman agreed the study may prove beneficial to Wellington and other communities and agreed to wait a few months.

Payton **moved** to *CONTINUE AGENDA ITEM 16 -WELLINGTON'S NFRMPO MEMBERSHIP TO THE APRIL 2, 2020 MEETING*. The motion was **seconded** and **passed** unanimously.

### **DISCUSSION ITEMS:**

#### 2016-2020 NFRMPO Targets for Safety Performance Measures

AnnaRose Cunningham, Transportation Planner I provided a presentation explaining the decision to use CDOT targets set in August rather than set new MPO-specific targets. Bracke requested the MPO look at a more aspirational goal of zero deaths for their own targets. Karasko stressed the requirement of using data driven targets. Council discussed looking at an MPO policy pursuing a zero deaths target for next year. Bracke suggested DRCOG may be a helpful resource. The item will go to the January 15th TAC meeting and return to Council for action on February 6th.

#### 10-Year Strategic List of Projects

Criteria & Work Session Process- Chair Clark announced the Work Session for the project ranking and prioritization was 2-5 p.m., Thursday, January 16th at the Windsor Recreation Center. He reminded the Council there is no money attached to these projects, the list is for projects is five years from now, and the goal was to get the list to CDOT on January 23rd in preparation for review by the Transportation Commission. There was a comprehensive discussion on how the work session would be structured.

Council agreed with the dot voting option; 6 dots for Roadway projects and one each for Transit and Non-Motorized. In the interest of time, the draft project list, work session procedure, and project scoring criteria will all be sent out to TAC and Council members January 10th. Each community will come as prepared as possible to help facilitate the timeline of the work session. Submitting votes in advance will allow more time for project scoring and discussion of regional priorities. Bracke encouraged the communities to consider projects that create co-benefits to both the region and Colorado as a whole, citing the combination of safety, transit, and asset management objectives as an example.

### **COUNCIL REPORTS:**

#### Transportation Commission Report /CDOT Region 4

Bracke reported on the following updates from the TC's December meeting:

- An update on the statewide planning process still shows the 10-Year Strategic Pipeline of Projects on target for March, with completion of the overall planning process later in the spring to early summer. Midpoint reports are available.
- Transit Funding for SB1/267 was approved.

- Governor Polis hosted his second roundtable on transportation funding bringing more stakeholders together with the same conclusion that there are no solid answers or single solutions. There is a potential for the State Legislators to develop some feasible options, otherwise, it may come down to more regional and/or local initiatives.

#### I-25 Update

Heather Paddock, CDOT R4 Director, reported there has been a lot of consistent progress on I-25 construction and noted the following:

- The frontage road between SH 56-60 is currently closed for the installation of utilities.
- Bridgework on the Little Thompson River and Big Thompson River will lead to some traffic shifts in the area.
- A noise wall is going up.
- An update on future closures will be out soon.
- Timely funding and design optimization are still being generated for Segment 6.
- CDOT will not be applying for an INFRA grant Segment 5 in 2020, but continues to assist with ideas for securing funds. Paddock encouraged the MPO to include Segment 5 in their strategic list of projects until it is no longer an unfunded need.

#### STAC Report

A written report was provided.

Host Council Member Report- Mayor Karspeck welcomed everyone to Berthoud, The Garden Spot of Colorado, and asked in the interest of time, that anyone with questions or concerns call or email him.

#### EXECUTIVE SESSION:

Chair Clark requested a motion to go into Executive Session.

McLeod **moved** to *GO INTO EXECUTIVE SESSION TO CONSIDER PERSONNEL MATTERS, PURSUANT TO C.R.S. §24-6-402(4)f), REGARDING THE ANNUAL EVALUATION OF THE EXECUTIVE DIRECTOR AND POSSIBLE AMENDMENT TO THE EXECUTIVE DIRECTOR'S EMPLOYMENT CONTRACT 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 POLICIES THAT DO NOT REQUIRE THE DISCUSSION OF MATTERS PERSONAL TO PARTICULAR EMPLOYEES.* The motion was **seconded** and **passed** unanimously.

*The Session lasted approximately six minutes.*

*Chair Clark reopened the regular meeting at 8:58 p.m.*

#### ACTION ITEMS:

Executive Director Contract Amendment #2

McLeod **moved** to *APPROVE THE SECOND AMENDMENT TO THE EXECUTIVE DIRECTOR CONTRACT.* The motion was **seconded** and **passed** unanimously.

### Executive Director Goals 2020

Director Mallette shared her 2020 Goals with the Council, explaining most of these would be self-evident, but she would report her progress back to the Council.

1. Provide training opportunities to learn about the MPO to Councilmembers, TAC and other interested parties.
2. Have the NFRMPO act as an incubator to implement the start of the One Call/One Click center for the region.
3. Individual professional development through professional affiliations

Kirkmeyer acknowledged Mallette for being fair, honest, competent, highly respected, and greatly appreciated. Stephens commented she appreciated Mallette's willingness to work with her as she learned about the MPO as a new member on the Council.

There was no motion for approval. This will be corrected at the February meeting.

### **Meeting Wrap-Up:**

Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at approximately 9:05p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



Date: January 27, 2020

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

### **Serious Ozone Classification and Plan Development Timeline**

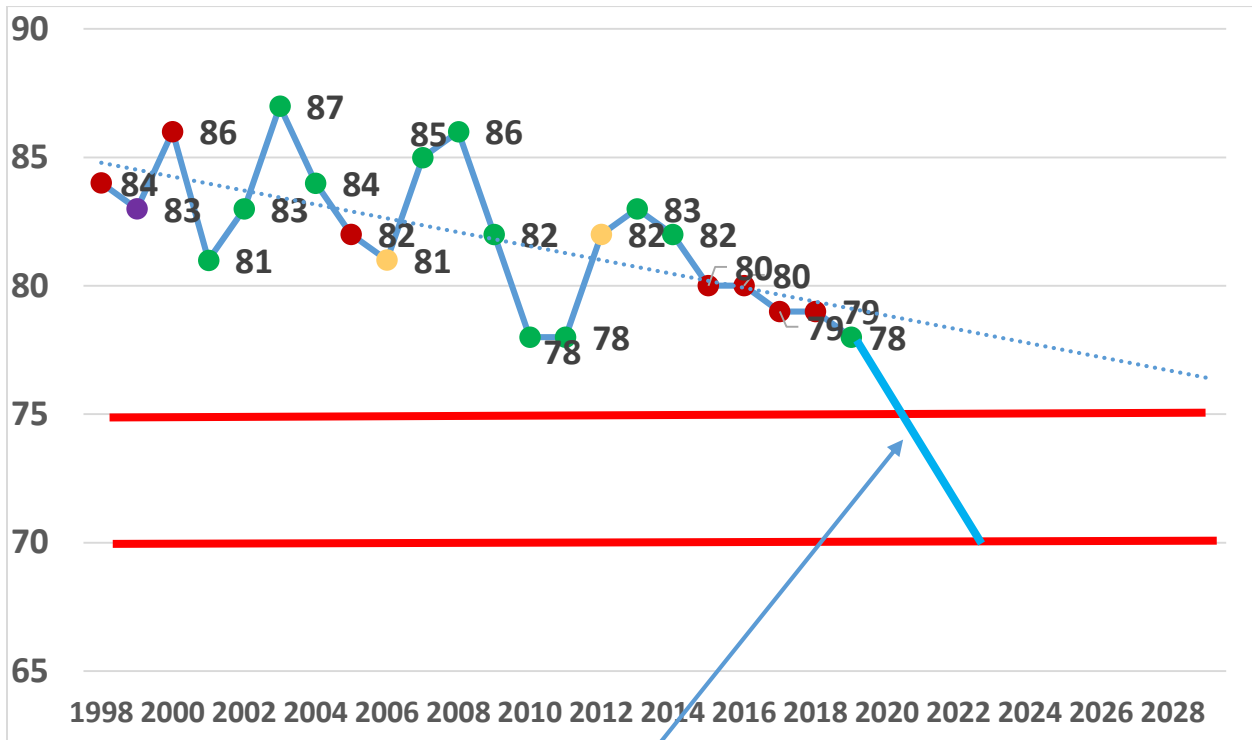
The U.S. Environmental Protection Agency recently reclassified the Denver Metro/North Front Range region as a “Serious” ozone nonattainment area for failing to meet the 75 parts per billion (ppb) standard on time. As a result, a new plan - the “Serious Area Ozone State Implementation Plan” - is under development. Over the next eight months, “SIP chapters” will be developed and presented to the RAQC Board, culminating in a complete plan for public input and approval by late summer 2020. The appropriate technical analyses, administrative requirements, and recommendations for emission reduction measures will then be forwarded to the Colorado Air Quality Control Commission for consideration.

The RAQC has also initiated planning and technical analyses for the more stringent 70 ppb standard, which will also require the development of a SIP and additional emission reduction strategies. With goal of attaining federal ozone standards by the mid 2020’s, emission reduction strategies of all sorts are under development. These strategies range from cleaner vehicle fuel formulations to the establishment of a clean air fund for incentivizing and funding non-traditional air pollution control programs.

### **Air Quality and Emission Trends**

There is good news as we progress into the 2020’s: ozone concentrations are improving and ozone-forming emissions from most sources are projected to trend lower. The following figures illustrate the positive movement in regional ozone concentrations over time, demonstrating that current emission reduction measures have been effective.

**8-Hour Ozone Trends and Federal Standards  
(3-year Design Values in the Region)**

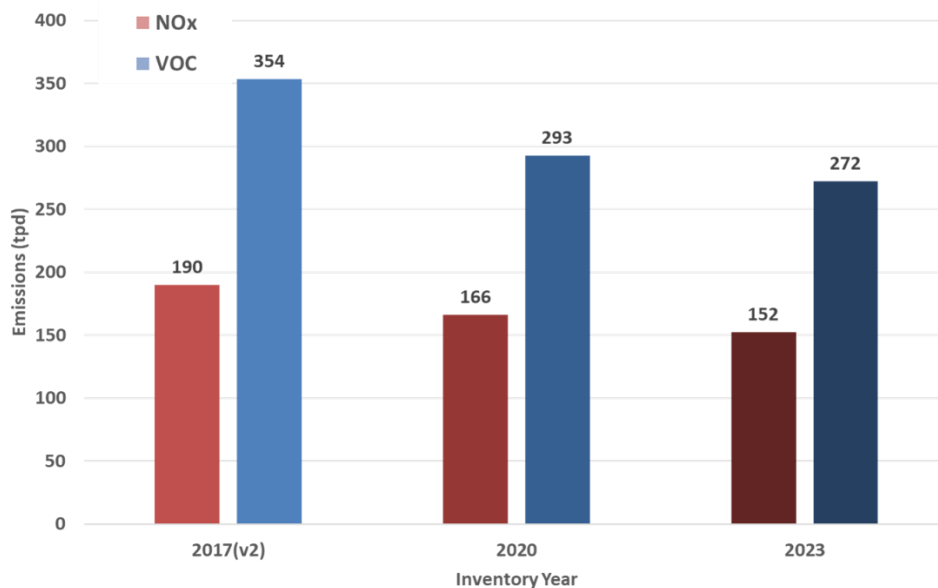


**Necessary progress to meet ozone standards by Summer 2023**

2017-2019 Three-Year Average of 4th Max “The Design Values”

Monitor	Design Value (ppb)
Chatfield State Park	78
NREL	76
Rocky Flats	76
Fort Collins - West	75
Highland	74
Boulder Reservoir	73
Welch	71
Greeley - Weld Tower	70
Rocky Mtn. Nat'l Park	69
Aurora East	69
CAMP	68
La Casa	68
Fort Collins - CSU	67
Aspen Park	66
Welby	65
Blackhawk	-

When today’s ozone-forming emissions are projected forward based on population growth, projected vehicle traffic, industrial activity, and the emission control measures that are already in place, improved ozone levels are anticipated.





This good progress will get the region closer to attaining 70 ppb, but additional measures will most likely be needed. This is why the RAQC continues to evaluate emission reduction measures in its Controls Strategy Committee. The RAQC invites stakeholders to participate in the Committee's work and information can be found at: <https://ragc.org/control-strategy-committee-information/>

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
January 15, 2020**

**APPROVAL OF THE DECEMBER 18, 2019 TAC MINUTES**

Oberschmidt moved to approve the December 18, 2019 TAC minutes. Buckman seconded the motion, which was approved unanimously.

**CONSENT AGENDA**

**2016-2020 NFRMPO Safety Performance Targets** - Anderson moved to approve the Consent Agenda. Klockeman seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**Transfort FY2020 Program of Projects (POP)** – Phillips stated the City of Fort Collins/Transfort is the designated recipient of FTA § 5307, 5310, and 5339 apportionments for the Fort Collins Transportation Management Area (TMA). Phillips explained that City of Loveland Transit (COLT) will be a direct recipient for FTA § 5307 and 5339 funds in 2020 for the first time and reviewed how FTA § 5307, 5310, and 5339 funding will be used within the TMA for FY2020. Transfort received no public comment at the public hearing held on December 20, 2019 or through their website. Klockeman moved to approve the FY2020 POP. The motion was seconded by Oberschmidt and approved unanimously.

**January 2020 TIP Amendment** – Cunningham explained the two requests included in the January 2020 TIP Amendment to the FY2020-2023 TIP. Klockeman moved to approve the Amendment. The motion was seconded by Buckman and approved unanimously.

**DISCUSSION**

**10-Year List of Strategic Projects** – Karasko presented the agenda for the Work Session that will be held on January 16, 2020 and explained the process by which TAC and Council Members will prioritize the projects. Karasko stated at the conclusion of the work session, Planning Council will need to come to a consensus on the list of projects that will be submitted to CDOT and Transportation Commission. Planning Council approving the list at their February 6<sup>th</sup> meeting.

TAC members discussed the process that will be followed and asked what information will be provided to inform their priorities. Karasko noted during the work session, TAC members should be prepared to answer questions about the projects within their communities and there will be several maps providing project context and data.

Karasko noted the 10-Year List of Strategic Projects will be updated annually with new projects and priorities and will also be referenced in the 2045 RTP through an amendment.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 6, 2020 Eaton	2016-2020 NFRMPO Targets for Safety Performance Measures **CONSENT**	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss supporting the 2016-2020 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2016-2020 time period by February 27, 2020. CDOT set statewide Targets for 2016-2020 for the National Safety Measures in August 2019. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2016-2020 time period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – 618</li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.143</li> <li>• Number of Serious Injuries – 3,271</li> <li>• Rate of Serious Injuries per 100M VMT – 6.075</li> <li>• Number of Non-motorized Fatalities and Serious injuries – 670</li> </ul>		
<b>Committee Discussion</b>		
<p>Planning Council discussed the targets at their January 9, 2020 meeting. Councilmembers expressed interest in setting more aspirational targets in the future with the goal of moving toward zero deaths in addition to the required, data-driven targets. Targets set by CDOT and NFRMPO for the past two years are included in <b>Table 1</b>.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO’s Targets for 2016-2020 will be included in future updates to the NFRMPO’s Transportation Improvement Program (TIP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2014 Colorado Strategic Highway Safety Plan</i>. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are established for the purposes of national Target setting and are done so with the Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for Target setting.</li> </ul>		
<b>Advantages</b>		
<p>Adopting the State’s Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO.</p>		
<b>Disadvantages</b>		
<p>State Safety Targets do not reflect performance specific to the NFRMPO region.</p>		
<b>Analysis/Recommendation</b>		
<p>At their January 15 meeting, TAC recommended Planning Council set targets by supporting the CDOT statewide safety targets for the 2016-2020 time period and agreeing to plan and program projects to contribute toward accomplishment of those targets.</p>		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• <b>Table 1:</b> Safety Performance Measure Statewide Targets</li> <li>• Resolution No. 2020-06</li> </ul>		

**Table 1. Safety Performance Measure Statewide Targets**

Measure	2014-2018 Set by CDOT & NFRMPO	2015-2019 Set by CDOT & NFRMPO	2016-2020 Set by CDOT
<b>Fatalities</b>	610	644	<b>618</b>
<b>Fatality Rate</b>	1.2	1.21	<b>1.143</b>
<b>Serious Injuries</b>	3,350	2,909	<b>3,271</b>
<b>Serious Injury Rate</b>	6.79	5.575	<b>6.075</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	586	514	<b>670</b>

**RESOLUTION NO. 2020-06**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**TO SET TARGETS BY SUPPORTING THE 2016-2020 TARGETS ESTABLISHED BY CDOT FOR**  
**THE SAFETY PERFORMANCE MEASURES**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

**WHEREAS**, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

**WHEREAS**, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) set the following targets for the 2016-2020 five-year average:

- (1) Number of Fatalities – 618
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.143
- (3) Number of Serious Injuries – 3,271
- (4) Rate of Serious Injuries per 100 million VMT – 6.075
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 670; and

**WHEREAS**, the CDOT set its 2016-2020 safety targets with a data-driven approach and in collaboration with planning partners; and

**WHEREAS**, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region;

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set targets by supporting the CDOT statewide safety targets for 2016-2020 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of February 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

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

## **MEMORANDUM**

**To: NFRMPO Planning Council**

**From: Suzette Mallette**

**Date: February 6, 2020**

**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. This list will be presented at the February 19<sup>th</sup> Transportation Commission (TC) work session with action at the March TC meeting.

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. The additional projects will move into the TIP/STIP assuming that funding is procured starting in 2024.

At the NFRMPO Work Session on January 16, 2020 Council members and staff tiered the project list and then scored and ranked projects in Tier 1. The project list contained three categories of projects: Capital, Transit, and Non-motorized. The Tier 1 priority list is attached for Council review and acceptance.

Heather Paddock, Region 4 Director, held a 4 TRP meeting on January 28, 2020 to create a combined list of projects across Region 4. Following Council direction from the work session to get projects done and then move down the list, Segment 5 on I-25 was the top capacity project with transit service between Loveland and Greeley as the top transit project.

### **Action**

At the January 16, 2020 work session, Council acknowledged consensus on the outcome of the tiering, scoring, and ranking process of projects considered for the 10-year pipeline. Council needs to take formal action to accept the prioritized Tier 1 projects.

**Tier 1 Projects**  
As of January 16, 2020

	Rank	Project Name	Project Description	Community	Funding Need
<b>ROADWAY</b>	1	I-25 - WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	Larimer County	\$325.0M
	2	I-25 - Interchange at I-25 /US34 and US34/Centerra	Interchange reconstruction	Loveland	\$171.4M
	3	I-25 - Interchange at I-25/SH14	Interchange reconstruction	Larimer County	\$52.2M
	4	US34 East - US34 and 35th Ave	New interchange	Greeley	\$30.0M
	5	I-25 - SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes (8 lane cross section)	Loveland / Johnstown / Berthoud / Larimer County	\$74.0M
	6	US34 / US85 - Interchange	Interchange reconfiguration	Greeley	\$170.0M
	7	US34 East - US34 and 47th Ave	New interchange	Greeley	\$30.0M
	8	US34 East - US34 and WCR 17	New interchange	Weld County	\$5.0M
	9	US34 West - LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes, addition of bike lanes and sidewalks, and intersection improvements at LCR3 and LCR3E	Loveland / Larimer County / Johnstown	\$26.6M
	10	US34 West - Rocky Mountain Ave to Boise Ave	Widen from 4 lanes to 6 lanes, addition of bike lanes and sidewalks	Loveland	\$19.2M
<b>TRANSIT</b>	1	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5M capital / \$1.2M operating
	2	Eaton to Denver Region	New bus service (N 1-25 EIS)	Eaton / Weld County	\$3.4M capital / \$2.4M operating
<b>NON-MOTORIZED</b>	1	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County / Johnstown	TBD
	2	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	TBD
	3	RNMC #9: Johnstown/Timnath Trail Crossing at County Line Road and SH392	Grade-separated trail crossing	Windsor / Larimer County	TBD
	4	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD



North Front Range  
**Metropolitan  
Planning  
Organization**

**RESOLUTION NO. 2020 - 07  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
TO ADOPT OF THE 10-YEAR PIPELINE OF PROJECTS LIST**

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

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

**WHEREAS**, the Colorado Department of Transportation has asked for a 10-year pipeline of projects that will serve as living list of projects moving forward into the TIP/STIP starting in FY 2024; and

**WHEREAS**, the Council has created and reviewed the draft Tier 1 project list for inclusion in the 10-year pipeline at their January 16, 2020 work session.

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council hereby adopts the Tier 1 prioritized list of projects that are of regional and statewide significance and are included on the attached document.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of February 2020.

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Dave Clark, Chair

ATTEST:

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Suzette Mallette, Executive Director



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
Feb 6, 2020 Eaton	FY2020 Program of Projects	Annabelle Phillips
<b>Objective/Request Action</b>		
Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2020 FTA sections 5307, 5310 and 5339 apportionment for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2020 Federal Transit Administration (FTA) Section’s 5307, 5310 &amp; 5339 apportionment for the Fort Collins Transportation Management Area (TMA). The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 &amp; 5339 funding for the Fort Collins TMA. Section 5307 &amp; 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY20 funding:</p> <ul style="list-style-type: none"> <li>• A public meeting was held from 10 -11 am at the Downtown Transit Center in Fort Collins on December 20, 2019. Public notice of the meeting was published in the two primary TMA newspapers.</li> <li>• An online notice was on the Transfort website for two weeks with contact information to provide feedback.</li> <li>• City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient in 2020.</li> <li>• Full FY20 apportionments have not yet been released, program funding amounts were estimated using FY19 full apportionments, less the estimated share for COLT.</li> <li>• Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.</li> </ul>		
<b>Committee Discussion</b>		
TAC discussed the FY2020 POP at the January 15, 2020 meeting, and recommended Planning Council approval.		
<b>Supporting Information</b>		
<p>There is a planning requirement under 49 USC Chapter 53 for a designated recipient of FTA 5307, 5310 and 5339 funding to develop a POP for inclusion in the TIP. The POP is a project list proposed by the Designated Recipient, in cooperation with the MPO, funded using the urbanized area’s 5307, 5310 and 5339 apportionments.</p> <p>The POP includes brief project descriptions, including any sub-allocation among public transportation providers, total project costs, and federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> <li>• Allocate the relevant apportionments among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s);</li> <li>• Identify and select the projects that the MPO will include in a metropolitan transportation plan, TIP, long-range statewide transportation plan, STIP, and/or UPWP;</li> <li>• Submit a grant application for the applicable section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations;</li> <li>• Ensure that the annual POP complies with the requirements that at least 1% is used for public transportation security projects unless all security needs are certified to have been met; and</li> </ul>		

- Each designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation.

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each section's funding. Fort Collins is submitted the POP for Planning Council approval. Following approval, this item will be included in the FY2020-2023 TIP and STIP.

#### Advantages

Complies with the public participation process as determined by 49 USC Chapter 53 and prepares or authorizes funding use by the various agencies.

#### Disadvantages

None noted.

#### Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have or will meet all federal requirements as the Designated Recipient of these specific FTA funds. TAC recommends Planning Council approval of FY2020 POP.

#### Attachments

- FFY 2020 Program of Projects
- December 20, 2019 Public Hearing Public Notice
- FTA 5307, 5310 and 5339 Factsheets
- [FFY19 5307 Full Apportionment Notice](#)
- [FFY19 5310 Full Apportionment Notice](#)
- [FFY19 5339 Full Apportionment Notice](#)

Rev. 11/28/2018

**2020 FTA SECTIONS 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

<b>5307 - Estimated FY20 Apportionment - City of Fort Collins</b>		<b>\$ 3,662,234</b>		<b>Source of Funds (Federal and Local)</b>		
<b>Project Description</b>	<b>Project Sponser</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>	
Maintain, Repair & Replace Assets	Fort Collins	\$ 1,732,015	\$ 1,385,612	\$ 346,403	20%	
1% Security Projects	Fort Collins	\$ 45,778	\$ 36,622	\$ 9,156	20%	
Capital Costs of Contracting	Fort Collins	\$ 1,000,000	\$ 400,000	\$ 600,000	60%	
Fixed Route Operating Expenses	Fort Collins	\$ 3,600,000	\$ 1,800,000	\$ 1,800,000	50%	
Onboard Ridership Survey	Fort Collins	\$ 50,000	\$ 40,000	\$ 10,000	20%	
	<b>Total Project Costs - Fort Collins</b>	<b>\$ 6,377,793</b>				
	<b>Total Federal Costs - Fort Collins</b>	<b>\$ 3,622,234</b>				

<b>5310 - Estimated FY20 Apportionment - City of Fort Collins</b>		<b>\$ 217,267</b>		<b>Source of Funds (Federal and Local)</b>		
<b>Project Description</b>	<b>Project Sponser</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>	
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 271,584	\$ 217,267	\$ 54,317	20%	
	<b>Total Project Costs - Fort Collins</b>	<b>\$ 271,584</b>				
	<b>Total Federal Costs - Fort Collins</b>	<b>\$ 217,267</b>				

<b>5339 - Estimated FY20 Apportionment - City of Fort Collins</b>		<b>\$ 380,453</b>		<b>Source of Funds (Federal and Local)</b>		
<b>Project Description</b>	<b>Project Sponser</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>	
Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology	Fort Collins	\$ 475,566	\$ 380,453	\$ 95,113	20%	
	<b>Total Project Costs - Fort Collins</b>	<b>\$ 475,566</b>				
	<b>Total Federal Costs - Fort Collins</b>	<b>\$ 380,453</b>				



## NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2020 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA final dollar amounts may change but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY20 Section 5307 approximate available funding: \$3,662,234
- FY20 Section 5310 approximate available funding: \$217,267
- FY20 Section 5339 approximate available funding: \$380,453

The Proposed Program of Projects (POP) includes:

### 5307 Program

- Maintain, Repair and Replace Assets: \$1,385,612 Federal, \$346,403 Local Match
- Security Projects: \$36,622 Federal, \$9,156 Local Match
- Capital Costs of Contracting: \$400,000 Federal, \$600,000 Local Match
- Fixed Route Operating Expenses: \$1,800,000 Federal, \$1,800,000 Local Match
- Onboard Ridership Survey: \$40,000 Federal, \$10,000 Local Match

### 5310 Program

- Goods and Services for Seniors and Individuals with Disabilities: \$217,267 Federal, \$54,317 Local Match

### 5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Equipment, Facilities & Technology: \$380,453 Federal, \$95,113 Local Match

Total Project Costs: \$7,124,943

Total Federal Costs: \$4,219,954

Total Local Costs: \$2,904,989

Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com)). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the Program of Projects and other amendments to the FY2020 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 10-11 am December 20, 2019 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. Comments can also be submitted via the Transfort website ([ridetransfort.com](http://ridetransfort.com)) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2020 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation  
**Federal Transit Administration**



**FACT SHEET:**  
**URBANIZED AREA FORMULA PROGRAM GRANTS**  
**49 U.S.C. Chapter 53, Sections 5307 & 5340**

	<b>FY16 (in millions)</b>	<b>FY17 (in millions)</b>	<b>FY18 (in millions)</b>	<b>FY19 (in millions)</b>	<b>FY20 (in millions)</b>
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
<b>Urbanized Area Formula Program TOTAL</b>	<b>\$5,075.16</b>	<b>\$5,174.11</b>	<b>\$5,279.68</b>	<b>\$5,388.42</b>	<b>\$5,499.48</b>

**PROGRAM PURPOSE:** The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

**Statutory References:** 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

**Program Requirement:** <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and>

**Eligible Recipients:** Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor’s designee is the designated recipient for urbanized areas between 50,000 and 200,000.

**Eligible Activities:** Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

### **What's Changed?**

The 100 Bus Rule has been expanded to include demand-response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

### **Funding:**

**Federal Share:** The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

**Formula Details:** Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

**Passenger Ferry Grant Program:** \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

**Anything else relevant:** Funds are available the year appropriated plus five years.

### **Other:**

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

**For Additional Information on FTA and the FAST Act, please visit:** [www.transit.dot.gov/fastact](http://www.transit.dot.gov/fastact)



U.S. Department of Transportation  
**Federal Transit Administration**



**FACT SHEET:**  
**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES**  
**Chapter 53 Section 5310**

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<i>n/a</i>	\$2.00	\$3.00	\$3.25	\$3.50	\$3.50
<b>5310 Total</b>	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

**PROGRAM PURPOSE:**

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

**Statutory References:** 49 U.S.C. Section 5310 / FAST Act Section 3006

**Program Guidance:** [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.](#)

**Eligible Recipients:**

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
  - State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
  - The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

**Eligible Activities:**

- At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:



- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
  - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

### What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

### Funding:

#### Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

#### Formula Details:

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
  - Large UZAs: 60%
  - Small UZAs: 20%
  - Rural: 20%
  - States can transfer small urban or rural allocations to large UZA’s but not the other way around.

Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:  
<https://acl.gov/about-acl/authorizing-statutes/older-americans-act>
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: [www.Eldercare.gov](http://www.Eldercare.gov)) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:  
<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/half-fare-triennial-guidance-fy2011>
- A person whose addiction to drugs poses a substantial limitation on one or more major life activities is a person with a disability and is eligible to receive transportation through the Section 5310 program, including to a drug treatment center.

**For Additional Information on FTA and the FAST Act, please visit: <https://www.transit.dot.gov/fast>**



U.S. Department of Transportation  
**Federal Transit Administration**



**FACT SHEET:  
 GRANTS FOR BUS AND BUS FACILITIES  
 SECTION 5339**

<b>Program Component</b>	<b>FY 2015/ MAP-21</b>	<b>FY 2016 (in millions)</b>	<b>FY 2017 (in millions)</b>	<b>FY 2018 (in millions)</b>	<b>FY 2019 (in millions)</b>	<b>FY 2020 (in millions)</b>
Formula	\$427.80	<b>\$427.80</b>	<b>\$436.36</b>	<b>\$445.52</b>	<b>\$454.96</b>	<b>\$464.61</b>
Bus Discretionary	n/a	<b>\$213.00</b>	<b>\$228.60</b>	<b>\$246.51</b>	<b>\$267.06</b>	<b>\$289.04</b>
Low & No Emissions Discretionary	n/a	<b>\$55.00</b>	<b>\$55.00</b>	<b>\$55.00</b>	<b>\$55.00</b>	<b>\$55.00</b>
<b>5339 Program TOTAL</b>	\$427.8	<b>\$695.80</b>	<b>\$719.96</b>	<b>\$747.03</b>	<b>\$777.02</b>	<b>\$808.65</b>

**Purpose**

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

**Statutory References**

49 U.S.C. Section 5339 / FAST Act Section 3017

**Program Guidance:** [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

**Eligible Recipients**

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

### **Eligible Activities**

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

### **What's Changed?**

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

### **Funding**

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
  - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
  - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**

**RESOLUTION NO. 2020-08**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING AN AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION**  
**MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY20**

**WHEREAS**, 23 CFR PART §450.324 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 FY2020-2023 TIP are consistent with the adopted 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Finding conducted on the FY2020-2023 TIP was positive, and all of the projects in the FY2020-2023 TIP come from the conforming 2045 RTP and this TIP Amendment does not change the positive conformity finding on the FY2020-2023 TIP;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP adding the following transit projects and funding:

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, Ridership Survey, and Fixed-Route Operating Expenses
  - FY20 Allocation of \$3,662,234 (Federal)
- FTA \$5310 – Goods and Services for Seniors and Individuals with Disabilities
  - FY20 Allocation of \$217,267 (Federal)
- FTA \$5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
  - FY20 Allocation of \$380,453 (Federal)

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY20 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of February 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

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

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																														
February 6, 2020 Eaton	January 2020 TIP Amendment	AnnaRose Cunningham																														
<b>Objective/Request Action</b>																																
To recommend Planning Council approval of the January 2020 TIP Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																														
<b>Key Points</b>																																
NFRMPO staff received two Amendment requests for the January 2020 TIP Amendment cycle.																																
CDOT Region 4 is requesting to revise two projects																																
<ul style="list-style-type: none"> <li>Revising the <i>North I-25 Design Build</i> project by adjusting previous State funding [7PX(SB228 or SB267)] to combination Federal/State (TCC) funding by \$88,800K. Adding \$250,000K total State funding (SB267) over FY20, FY21, FY22.</li> </ul>																																
<table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently &amp; Previously Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$26,210K</td> <td>\$0</td> <td>\$0</td> <td><b>\$26,210K</b></td> </tr> <tr> <td>Federal/State</td> <td>\$41,235K</td> <td>\$88,800K</td> <td>\$0</td> <td><b>\$130,035K</b></td> </tr> <tr> <td>State</td> <td>\$154,523K</td> <td>\$250,000K</td> <td>\$88,800K</td> <td><b>\$315,723K</b></td> </tr> <tr> <td>Local</td> <td>\$104,360K</td> <td>\$0</td> <td>\$0</td> <td><b>\$104,360K</b></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$326,328K</b></td> <td><b>\$338,800K</b></td> <td><b>\$88,800K</b></td> <td><b>\$576,328K</b></td> </tr> </tbody> </table>			Funding Source	Currently & Previously Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$26,210K	\$0	\$0	<b>\$26,210K</b>	Federal/State	\$41,235K	\$88,800K	\$0	<b>\$130,035K</b>	State	\$154,523K	\$250,000K	\$88,800K	<b>\$315,723K</b>	Local	\$104,360K	\$0	\$0	<b>\$104,360K</b>	<b>Total</b>	<b>\$326,328K</b>	<b>\$338,800K</b>	<b>\$88,800K</b>	<b>\$576,328K</b>
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CDOT Region 4 is requesting to revise one project and add two projects:																																
<ul style="list-style-type: none"> <li>Revising the <i>North I-25: WCR38 to SH402</i> by swapping funding of \$88,800 NHPP/SHF Federal/State Funding to State 7PX(SB267), add \$20,000K State FASTER Safety over FY20-FY23, add \$20,000K State TCC funding in FY20, and add \$1,500K Local funding in FY20.</li> </ul>																																
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<b>Committee Discussion</b>																																
This is the first and only time Planning Council is scheduled to see the January 2020 TIP Amendment.																																
<b>Supporting Information</b>																																
The 30-day Public Comment period for the January 2020 TIP Amendment began on January 8, 2020 and concludes on February 6, 2020.																																
An environmental justice analysis is not required as the Amendment does not revise the scope of either project.																																

Funding Types and Uses

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

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

7PX/228 funds, available due to Senate Bill 228, are used to implement the Strategic Transportation Project Investment Program, with no more than 90 percent for highway purposes and no less than 10 percent for transit purposes or transit capital improvements.

TCC Funding are Transportation Commission Contingency funds, for use at the discretion of the Transportation Commission (TC).

**Advantages**

Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained.

**Disadvantages**

None noted.

**Analysis/Recommendation**

TAC recommended Planning Council approve the January 2020 TIP Amendment to the FY2020-2023 TIP at their January 15, 2020 meeting.

**Attachments**

- January 2020 Policy Amendment Form
- Resolution No. 2020-09

Rev. 11/28/2018

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Policy Amendment #2020-A1**

Submitted to: Planning Council

Prepared by: AnnaRose Cunningham

DATE: 1/8/2020

**Strategic**

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	11,970
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	3,640
<b>Type:</b>	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	3,347
		Federal/State	SPT	5,000	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX(SB 228 or SB 267)	133,030	-	-	-	-	-	-
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			<b>Total</b>	<b>225,739</b>	<b>11,233</b>	<b>51,972</b>	<b>37,384</b>	-	-	<b>100,589</b>

**Description:** One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**REVISED ENTRY**

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	11,970
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	3,640
<b>Type:</b>	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
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		Federal/State	SPT	5,000	-	-	-	-	-	-
		Federal/State	TCC	88,800	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX(SB 228 or SB 267)	44,230	-	63,900	93,050	93,050	-	250,000
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			<b>Total</b>	<b>225,739</b>	<b>11,233</b>	<b>115,872</b>	<b>130,434</b>	-	-	<b>257,539</b>

**Description:** One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**Reason:** Adjust previous funding from 7PX(SB 228 or SB267) (\$88,800K 100% State Funding) to TCC (\$88,880K combination Federal/State Funding). Add Transportation Commission approved State funding 7PX(SB 228 or SB267): \$63,900K in FY20; \$93,050K in FY21 and \$93,050K in FY22.



**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
<b>STIP ID:</b>	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
<b>TIP ID:</b>	2019-014	Federal/State	NHPP/SHF	-	88,800	-	-	-	-	-
<b>Type:</b>	Modify & Reconstruct	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
<b>Sponsor:</b>	CDOT Region 4	Federal/State	7PX/228	6,970	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-
		State	SB1	22,500	16,500	-	-	-	-	16,500
		State	SB267	2,870	72,330	-	-	-	-	75,200
		State	SBT	-	-	700	-	-	-	700
		Local	Local	-	-	500	-	-	-	500
			<b>Total</b>	<b>33,640</b>	<b>199,630</b>	<b>1,200</b>	<b>1,235</b>	-	-	<b>202,065</b>

**Air Quality:** Included in conformity analysis

**Description:** One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
<b>STIP ID:</b>	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
<b>TIP ID:</b>	2019-014	Federal/State	NHPP/SHF	-	-	-	-	-	-	-
<b>Type:</b>	Modify & Reconstruct	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
<b>Sponsor:</b>	CDOT Region 4	State	7PX (SB 228 or SB267)	2,870	168,100	-	-	-	-	168,100
		State	ITM	1,300	-	-	-	-	-	-
		State	SB1	22,500	16,500	-	-	-	-	16,500
		State	TCC	-	-	20,000	-	-	-	20,000
		State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
		State	SBT	-	-	700	-	-	-	700
		Local	Local	-	-	2,000	-	-	-	2,000
			<b>Total</b>	<b>26,670</b>	<b>206,600</b>	<b>24,755</b>	<b>4,180</b>	<b>5,000</b>	<b>10,000</b>	<b>250,535</b>

**Air Quality:** Included in conformity analysis

**Description:** One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**Reason:** Roll forward 7PX/SB 228 funding (\$6790K) FY19 to FY20. Correct TIP tables to combine 7PX and SB267 funding rows (State Funding Program 7PX accounts for both SB 228 or SB 267 funding). Funding Swap in FY20 of \$88,800 from Federal NHPP/State SHF to 100% State 7PX (SB228 or SB267). Add FASTER Safety (100% State) funding: \$2055K in FY20, \$2945K in FY21, \$5000 in FY22, \$10,000K in FY23. Add \$20,000K 100% State TC Contingency (TCC) Funding in FY20. Add \$1,500K in FY20 Local Funding in FY20.

**RESOLUTION NO. 2020-09  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING THE JANUARY 2020 AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)**

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

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

**WHEREAS**, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the previously adopted 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

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

**WHEREAS**, the FY2020-2023 TIP remains fiscally constrained;

**WHEREAS**, this action is contingent on no public comment being submitted by February 6, 2020;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by revising the following project and funding:

- 7 PX(SB228 or SB 267), Transportation Commission Contingency (TCC), and SB267
  - Revising the *North I-25 Design Build* project by adjusting \$88,800K 7 PX(SB228 or SB 267) State funding to TCC State/Federal Funding, adding \$250,000K SB267 State funding.
- NHPP/SHF, 7PX (SB267), FASTER Safety, Transportation Commission Contingency (TCC), and Local Funding
  - Revising the *North I-25: WCR38 to SH402* project by swapping \$88,800K State/Federal NHPP/SHF funding to 7PX (SB267) State Funding, adding \$20,000K FASTER Safety funding, \$20,000K State TCC, and \$1,500K Local funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of February 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

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

## MEMORANDUM

To: NFRMPO Planning Council  
From: Alex Gordon  
Date: February 6, 2020  
Re: Premium Transit Feasibility Study Scope

### Background

At their January 9, 2020 meeting, the Planning Council discussed the concept of a Regional Rail Feasibility Study. During this discussion, Planning Council requested the focus be expanded to include all forms of premium transit in addition to regional rail, from express buses to bus rapid transit. In addition, the Planning Council asked for clarification on the scope of the study and what funding would be used for the Study.

The project was approved by **Resolution 2020-05**, depending on Planning Council's approval of local match and the scope at their February 6, 2020 meeting. NFRMPO staff prepared a potential scope of work which could be included in a Request for Proposals, **Attachment 1**.

Planning Council approved setting aside \$125k in Multimodal Options Fund (MMOF) Mobility/Multimodal/Other pool funds to be matched from one of two sources. NFRMPO staff is requesting Planning Council discuss the two potential local match sources and decide which funding to pursue.

- \$125k in VanGo™ Sales Tax Surplus funds
- \$103,487 in Consolidated Planning Grant (CPG) funds and \$21,513 in local match contribution supplied from members

### Action

NFRMPO staff requests Planning Council approve the Scope of Work and which local funding to use as match for the MMOF.

### Attachments

- 1 – Scope of Work

# Scope of Work: Premium Transit Corridor Feasibility Study

## 1. Summary

The purpose of the North Front Range Transit Feasibility Study is to identify corridors for premium transit within Larimer and Weld counties. In this case, premium transit means express bus, bus rapid transit, light rail, commuter rail, or some other future and/or unidentified transit technology. These transit investments should address the current and expected growth in population, employment, and vehicle miles traveled (VMT), as well as the congestion on the region’s corridors.

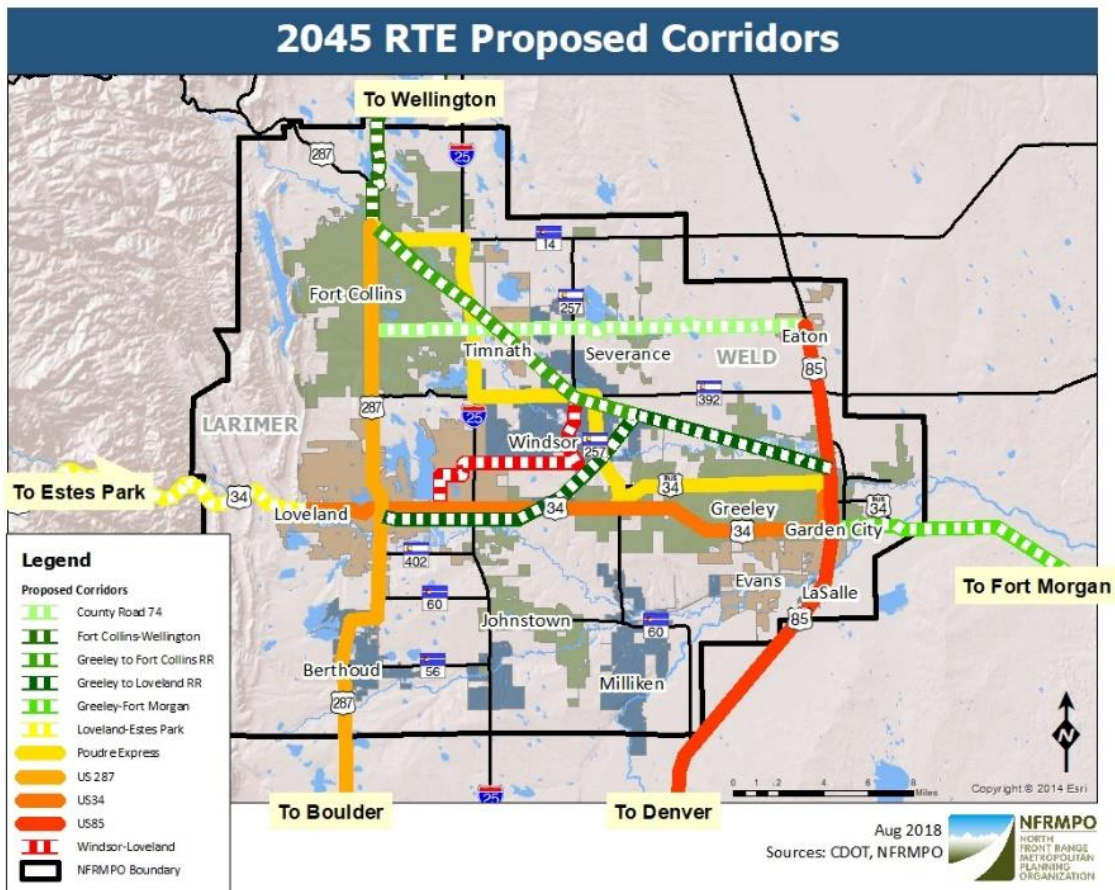
As part of this identification of corridors, the consultant will determine, in detail, the benefits, costs, and impacts of implementing these transit improvements along the corridors identified below from the 2045 Regional Transit Element (RTE), **Table 1**. These corridors are shown in **Figure 1** and include:

**Table 1: 2045 RTE Corridors with Notes**

Corridor	Notes	Intra-Regional
Harmony Road/Weld County Road (WCR) 74, between Fort Collins and Eaton		Yes
Fort Collins to Wellington (SH1)	Included in Transfort Transit Master Plan	No
Greeley to Fort Morgan (US34)	Currently funded through CDOT Bustang Outrider	No
Loveland to Estes Park (US 34)		No
Poudre Express (Fort Collins to Windsor to Greeley)	Currently operational. Could be expanded	Yes
US287 (Fort Collins to Longmont/Boulder)	Currently operational. Could be expanded	No
US34 (Loveland to Greeley)	Included in GET 5-10 Year Strategic Plan	Yes
US85 (Eaton to Denver Region)	Included in North I-25 Environmental Impact Statement (EIS)	No
GWRR – Greeley to Fort Collins		Yes
GWRR – Greeley to Loveland		Yes

Additional corridors may be identified as part of this project. Additional corridors must be regional in nature, support existing transit services, and have public support.

Figure 1: 2045 RTE Proposed Corridors



The desired outcomes of studying these corridors are to:

- Connect Northern Colorado communities
- Be prepared to make, or seek, investments in transit corridors
- Increase transit ridership between growing communities
- Improve air quality within the Denver Metro/North Front Range 8-Hour Ozone Nonattainment Area (Northern Subarea)
- Connect existing and future local transit systems
- Increase mobility for residents living in areas not currently served by transit services
- Offer an alternative to driving on already-congested corridors
- Catalyze development, specifically transit-oriented development, along key corridors

A key consideration in the identification and analysis of these corridors is making progress toward the performance measures identified in the North Front Range Metropolitan Planning Organization (NFRMPO) 2045 Regional Transportation Plan (RTP):

- Volatile Organic Compound (VOC) reduction
- Carbon Monoxide (CO) reduction

- Nitrogen Oxides (NOx) reduction
- Percent of non-single occupant vehicle commute trips
- Fixed-route revenue hours per capita within service areas
- Daily VMT per capita

## 2. Background

### Study Area

The NFRMPO consists of 15 communities: Larimer and Weld counties; the cities of Evans, Fort Collins, Greeley, and Loveland; and the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor. Corridors of statewide significance identified by the NFRMPO Planning Council include I-25, US287, US34, US85, SH392, and SH14.

In addition, the NFRMPO region consists of three municipal transit agencies: City of Loveland Transit (COLT); Greeley Evans Transit (GET); and Transfort (Fort Collins). Berthoud operates a demand-response service called Berthoud Area Transportation System (BATS). The Windsor Recreation Center operates Windsor Senior Rides, a small program providing rides for residents to locations depending on the day of the week. Larimer County and Weld County have previously operated demand-response service but currently do not operate transit.

Existing premium transit in the NFRMPO region includes:

- Bustang, an intercity express bus operated by CDOT between Fort Collins, Loveland, and Denver;
- FLEX, an express bus operated by Transfort between Fort Collins, Loveland, Berthoud, and Boulder County;
- MAX, a bus rapid transit route along the Mason Corridor in Fort Collins; and
- Poudre Express, an express bus operated by GET between Greeley, Windsor, and Fort Collins.

### Previous Work

Every four years, NFRMPO staff conducts a public outreach campaign and planning process to identify transit needs within the region, which is then incorporated into the RTP. The [2045 RTE](#) was adopted by the North Front Range Transportation & Air Quality Planning Council (Planning Council) on November 1, 2018. The [2045 RTE](#) identified the corridors stated for further study and recommended direct investment in the Poudre Express (operational as of January 6, 2020), US287, US34, and US85.

GET and Transfort have completed long-range transit plans for their respective agencies. Both transit plans have corridors identified, including SH1, US34, and the Poudre Express.

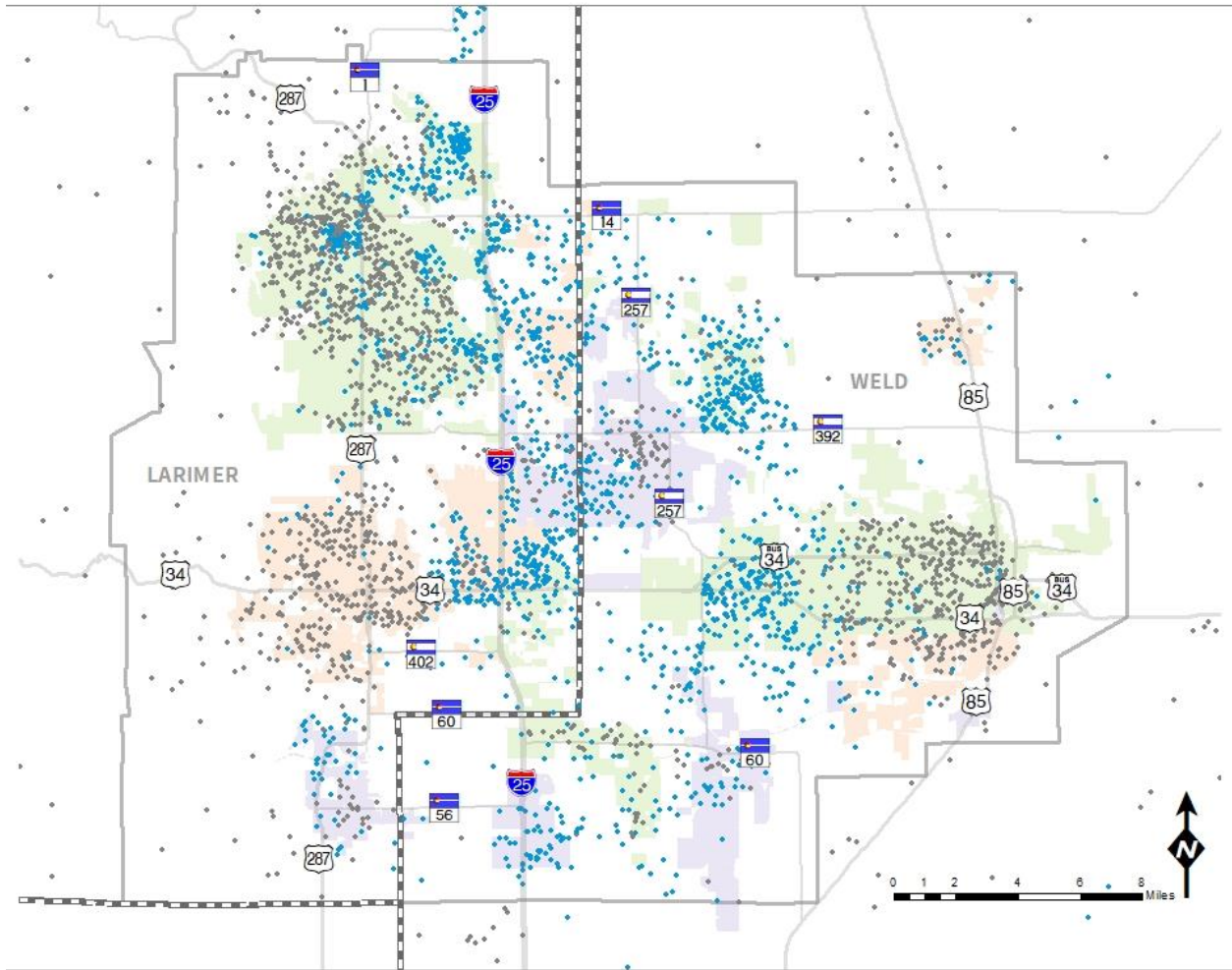
### Demographics

The NFRMPO region consists of many fast-growing communities, ranging from small towns to large cities. Between 2015 and 2045, it is expected the region's population will grow from



484,000<sup>1</sup> to 877,000<sup>2</sup> and the number of jobs will grow from 275,000 to 459,000. Much of the growth is expected to happen along the corridors of statewide significance, but predominantly in the center of the region. **Figures 2 and 3** show the anticipated growth (in blue) of households and jobs across the NFRMPO region, respectively.

**Figure 2: 2010 Land Use Model Allocation Household Growth (2015-2045)**



**Legend**

- 100 Households in 2015
- 100 Households added by 2045
- Highways
- Major Roads
- ⊕ NFRMPO Boundary
- ⊕ County Boundary

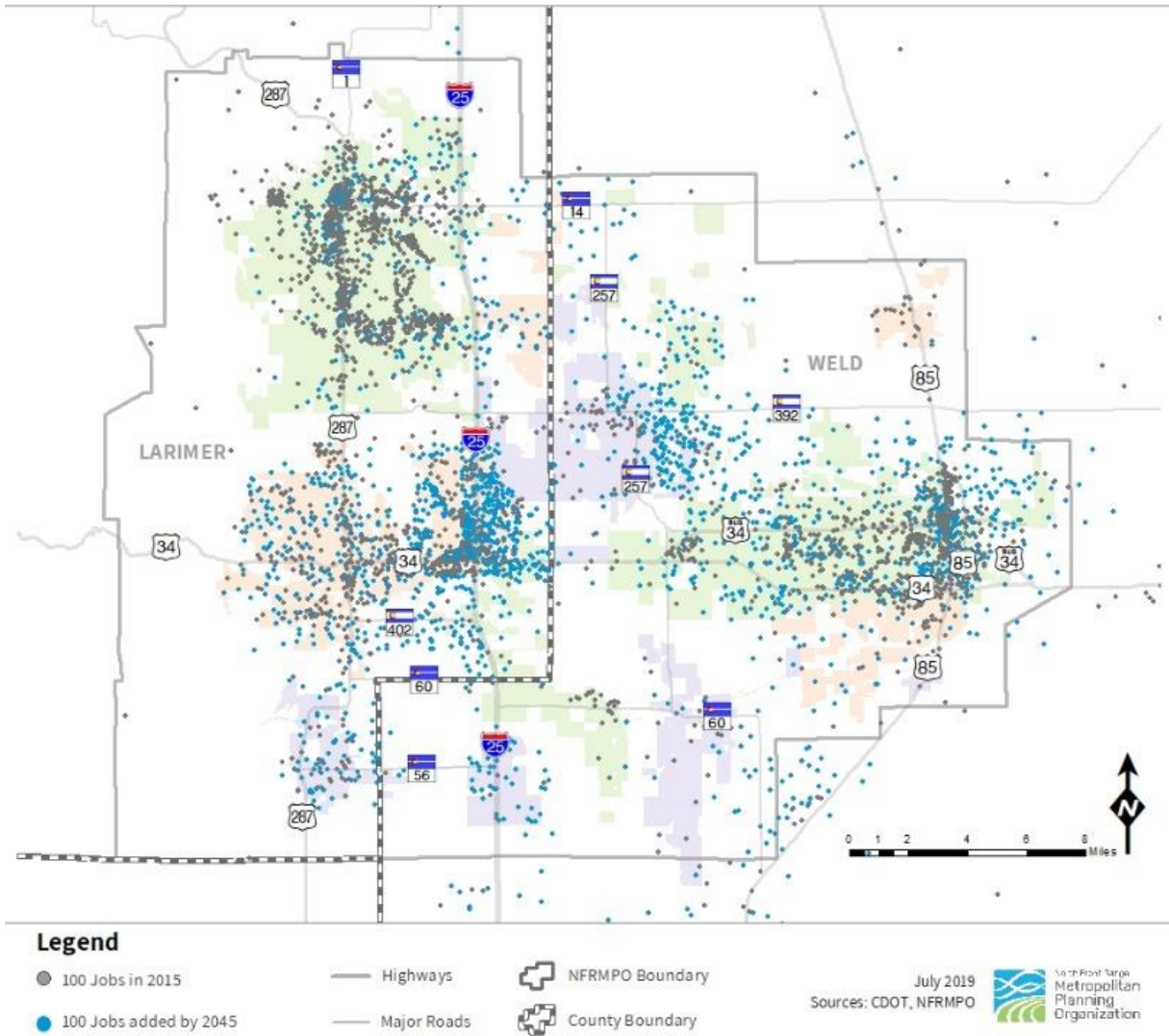
July 2019  
Sources: CDOT, NFRMPO



<sup>1</sup> State Demographers Office estimates, 2019.

<sup>2</sup> NFRMPO Land Use Allocation Model, 2018.

Figure 3: 2010 Land Use Allocation Model Job Growth (2015-2045)





### **3. Proposed Tasks**

#### **Deliverables**

The product of this work effort is a completed Study of Premium Transit Corridors that clearly identifies specific corridors, a financial plan, and governance structure achieved with adequate outreach. A list of preferred investment options will also be listed. The study should be in enough detail to enable the NFRMPO to fund, or seek funding, to implement premium transit.

#### **Corridor Identification**

The consultant will provide detailed analysis of corridors for investment, starting with the 2045 RTE corridors adopted by the Planning Council. These corridors will be evaluated for their potential for premium transit service. While it is anticipated the corridors will initially be those identified in the 2045 RTE, corridors may be added or deleted as identified through outreach efforts.

#### **Financial Plan**

Once corridors are identified, the consultant will provide estimated costs to operate the transit service. These estimated costs should include capital costs to purchase vehicles, maintenance facilities, rights-of-way, etc. as well as operating costs, including personnel costs, fuel costs, etc. In addition, a proposed funding plan should be included for federal, state, local, and other grants needed to implement the route.

#### **Governance**

A governance structure will be recommended for each of the corridors or combination of corridors. This will include structures that are currently available as well as future structures. Options are initially identified in the 2045 RTE.

#### **Outreach**

The NFRMPO expects outreach to local, regional, state, and federal stakeholders during the process. Stakeholders for this project include agency staff, advocates, individuals with disabilities, older adults, railroad and freight companies, etc. These stakeholders can be included throughout the process through surveys, meetings, stakeholder committees, charettes, etc.

#### **Preferred Option**

At the end of the process, the consultant will provide the Planning Council a preferred option list to consider for investment