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 3, 2019 (Pg.8)

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:
3) Air Pollution Control Division (APCD)/Zero Emission Vehicles (ZEV) Doug Decker 20 min
4) Regional Air Quality Council (RAQC) (Written)

Metropolitan Planning Organization (MPO) Agenda

REPORTS:
5) Report of the Chair Melendez 5 min
6) Executive Director Report Mallette 5 min
7) TAC (Pg.17) (Written)
8) Mobility (Pg.18) (Written)
9) Q4 TIP Modifications (Pg.20) (Written)

PRESENTATION:
10) Windsor Area Network Study (Pg.26) J. Olson 10 min

CONSENT AGENDA:
12) 2045 Regional Transportation Plan Strategies (Pg. 34) Martin

DISCUSSION ITEMS:
13) FY2022-23 Call For Projects Recommendations Karasko 30 min
14) 2019 Public Involvement Plan (PIP) (Pg. 63) Gordon 10 min
15) NFRMPO Executive Policies- Draft Mallette 10 min

COUNCIL REPORTS:
Transportation Commission Gilliland/J. Olson
I-25 Update Horak
Statewide Transportation Advisory Committee (STAC) (Written)
Host Council Member Report Ross

MEETING WRAP UP:
Next Month’s Agenda Topic Suggestions
MPO Planning Council

Town of Windsor
Kristie Melendez, Mayor - Chair
Alternate- Ken Bennett, Mayor Pro Tem

City of Loveland
Dave Clark, Councilmember- Vice Chair
Alternate- Steve Olson, Councilmember

Larimer County
Tom Donnelly, Commissioner – Past Chair
Alternate- Steve Johnson- Commissioner

Town of Berthoud
William Karspeck, Mayor
Alternate- Jeff Hindman, Mayor Pro Tem

Town of Eaton
Kevin Ross, Mayor
Alternate- Glenn Ledall, Trustee

City of Evans
Mark Clark, Mayor Pro Tem
Alternate- Brian Rudy, Mayor

City of Fort Collins, Transfort
Gerry Horak, Mayor Pro Tem
Alternate-TBA

Town of Garden City
Fil Archuleta, Mayor
Alternate-Alex Lopez, Councilmember

Town of Johnstown
Troy Mellon, Councilmember

City of Greeley
Robb Casseday, Mayor Pro Tem
Alternate-John Gates, Mayor

Town of Johnstown
Troy Mellon, Councilmember

Town of LaSalle
Paula Cochran, Trustee
Alternate-Claudia Reich, Mayor Pro Tem

Town of Milliken
Elizabeth Austin, Mayor Pro Tem

Town of Severance
Donald McLeod, Mayor
Alternate- Mathew Gordon, Mayor Pro Tem

Town of Timnath
Aaron Pearson, Mayor Pro Tem

Weld County
Barbara Kirkmeyer, Commissioner
Alternate- Steve Moreno, Commissioner

CDPHE- Air Pollution Control Division
Rick Coffin, Planner

Colorado Transportation Commission
Kathy Gilliland, Commissioner
Alternate- Johnny Olson, Region 4
MPO MEETING
PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).

2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.

3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)

4. For each Action item on the agenda, the order of business is as follows:

- MPO Chair introduces the item; asks if formal presentation will be made by staff
- Staff presentation (optional)
- MPO Chair requests citizen comment on the item (two minute limit for each citizen
- Planning Council questions of staff on the item
- Planning Council motion on the item
- Planning Council discussion
- Final Planning Council comments
- Planning Council vote on the item

5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.

6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.

7. All remarks during the meeting should be germane to the immediate subject.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5303 &amp; 5304</td>
<td>FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States</td>
</tr>
<tr>
<td>5307</td>
<td>FTA program funding for public transportation in Urbanized Areas (i.e. with populations &gt;50,000)</td>
</tr>
<tr>
<td>5309</td>
<td>FTA program funding for capital investments</td>
</tr>
<tr>
<td>5310</td>
<td>FTA program funding for enhanced mobility of seniors and individuals with disabilities</td>
</tr>
<tr>
<td>5311</td>
<td>FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)</td>
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<tr>
<td>5326</td>
<td>FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets</td>
</tr>
<tr>
<td>5337</td>
<td>FTA program funding to maintain public transportation in a state of good repair</td>
</tr>
<tr>
<td>5339</td>
<td>FTA program funding for buses and bus facilities</td>
</tr>
<tr>
<td>3C</td>
<td>Continuing, Comprehensive, and Cooperative</td>
</tr>
<tr>
<td>7th Pot</td>
<td>CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway &amp; Transportation Officials</td>
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<tr>
<td>ACP</td>
<td>Access Control Plan</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act of 1990</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic (also see AWD)</td>
</tr>
<tr>
<td>AIS</td>
<td>Agenda Item Summary</td>
</tr>
<tr>
<td>AMPO</td>
<td>Association of Metropolitan Planning Organizations</td>
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<tr>
<td>APCD</td>
<td>Air Pollution Control Division (of Colorado Department of Public Health &amp; Environment)</td>
</tr>
<tr>
<td>AQC</td>
<td>Congestion Mitigation &amp; Air Quality Improvement Program funds (also CMAQ)</td>
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<tr>
<td>AQCC</td>
<td>Air Quality Control Commission (of Colorado)</td>
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<tr>
<td>AWD</td>
<td>Average Weekday Traffic (also see ADT)</td>
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<tr>
<td>CAAA</td>
<td>Clean Air Act Amendments of 1990 (federal)</td>
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<tr>
<td>CBE</td>
<td>Colorado Bridge Enterprise funds</td>
</tr>
<tr>
<td>CDOT</td>
<td>Colorado Department of Transportation</td>
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<tr>
<td>CDPHE</td>
<td>Colorado Department of Public Health and Environment</td>
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<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality (a FHWA funding program)</td>
</tr>
<tr>
<td>CMP</td>
<td>Congestion Management Process</td>
</tr>
<tr>
<td>CNG</td>
<td>Compressed Natural Gas</td>
</tr>
<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>CPG</td>
<td>Consolidated Planning Grant (combination of FHWA PL112 &amp; FTA 5303 planning funds)</td>
</tr>
<tr>
<td>CFY</td>
<td>Calendar Fiscal Year</td>
</tr>
<tr>
<td>DOT</td>
<td>(United States) Department of Transportation</td>
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<tr>
<td>DRCOG</td>
<td>Denver Regional Council of Governments</td>
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<tr>
<td>DTD</td>
<td>CDOT Division of Transportation Development</td>
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<tr>
<td>DTR</td>
<td>CDOT Division of Transit &amp; Rail</td>
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<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
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<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
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<tr>
<td>FAST ACT</td>
<td>Fixing America’s Surface Transportation Act (federal legislation, December 2015)</td>
</tr>
<tr>
<td>FASTER</td>
<td>Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
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<tr>
<td>---------</td>
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<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)</td>
</tr>
<tr>
<td>FFY</td>
<td>Federal Fiscal Year</td>
</tr>
<tr>
<td>HOV</td>
<td>High Occupancy Vehicle</td>
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<tr>
<td>HPTE</td>
<td>High-Performance Transportation Enterprise (Colorado)</td>
</tr>
<tr>
<td>HTF</td>
<td>Highway Trust Fund (the primary federal funding source for surface transportation)</td>
</tr>
<tr>
<td>HUTF</td>
<td>Highway Users Tax Fund (the State’s primary funding source for highways)</td>
</tr>
<tr>
<td>INFRA</td>
<td>Infrastructure for Rebuilding America</td>
</tr>
<tr>
<td>I&amp;M or I/M</td>
<td>Inspection and Maintenance program (checking emissions of pollutants from vehicles)</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>LRP or LRTP</td>
<td>Long Range Plan or Long Range Transportation Plan</td>
</tr>
<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)</td>
</tr>
<tr>
<td>MDT</td>
<td>Model Development Team</td>
</tr>
<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
</tr>
<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MVEB</td>
<td>Motor Vehicle Emissions Budget</td>
</tr>
<tr>
<td>NAA</td>
<td>Non-Attainment Area (for certain air pollutants)</td>
</tr>
<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>NFRT &amp; AQPC</td>
<td>North Front Range Transportation &amp; Air Quality Planning Council (also NFRMPO)</td>
</tr>
<tr>
<td>NFRMPO</td>
<td>North Front Range Metropolitan Planning Organization (also NFRT &amp; AQPC)</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
</tr>
<tr>
<td>NOx</td>
<td>Nitrogen Oxide</td>
</tr>
<tr>
<td>OBD</td>
<td>On-Board Diagnostics (of a vehicle’s engine efficiency and exhaust)</td>
</tr>
<tr>
<td>O₃</td>
<td>Ozone</td>
</tr>
<tr>
<td>PL112</td>
<td>Federal Planning (funds)</td>
</tr>
<tr>
<td>PPP (also P3)</td>
<td>Public Private Partnership</td>
</tr>
<tr>
<td>R4 or R-4</td>
<td>Region 4 of the Colorado Department of Transportation</td>
</tr>
<tr>
<td>RAQQC</td>
<td>Regional Air Quality Council</td>
</tr>
<tr>
<td>RPP</td>
<td>Regional Priority Program (a funding program of the Colorado Transportation Commission)</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>RTP (see TAP or TA)</td>
<td>Recreational Trails Funds - FHWA Environment funds</td>
</tr>
<tr>
<td>SH</td>
<td>State Highway</td>
</tr>
<tr>
<td>SIP</td>
<td>State Implementation Plan (air quality)</td>
</tr>
<tr>
<td>SOV</td>
<td>Single Occupant Vehicle</td>
</tr>
</tbody>
</table>
## Glossary (cont’d)

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPR</td>
<td>State Planning and Research (federal funds)</td>
</tr>
<tr>
<td>SRP</td>
<td>State Rail Plan</td>
</tr>
<tr>
<td>SRTS (see TAP and TA)</td>
<td>Safe Routes to School (a pre-MAP-21 FHWA funding program)</td>
</tr>
<tr>
<td>STAC</td>
<td>State Transportation Advisory Committee</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
<tr>
<td>STU</td>
<td>Surface Transportation Metro (a FHWA funding program that is a subset of STP)</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program (a FHWA funding program)</td>
</tr>
<tr>
<td>STBG (previously STP-Metro)</td>
<td>Surface Transportation Block Grant (a FAST Act FHWA funding program)</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee (of the NFRMPO)</td>
</tr>
<tr>
<td>TA (previously TAP)</td>
<td>Transportation Alternatives program (a FHWA funding program)</td>
</tr>
<tr>
<td>TAZ</td>
<td>Transportation Analysis Zone (used in travel demand forecasting)</td>
</tr>
<tr>
<td>TC</td>
<td>Transportation Commission of Colorado</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TIGER</td>
<td>Transportation Investment Generating Economic Recovery a competitive federal grant program</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>Title VI</td>
<td>U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Area (federally-designated place &gt;200,000 population)</td>
</tr>
<tr>
<td>TOD</td>
<td>Transit Oriented Development</td>
</tr>
<tr>
<td>TPR</td>
<td>Transportation Planning Region (state-designated)</td>
</tr>
<tr>
<td>TRAC</td>
<td>Transit &amp; Rail Advisory Committee (for CDOT)</td>
</tr>
<tr>
<td>UPWP</td>
<td>Unified Planning Work Program</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle Miles Traveled</td>
</tr>
<tr>
<td>VOC</td>
<td>Volatile Organic Compound</td>
</tr>
</tbody>
</table>
Eaton Area Community Center
1675 3rd Street, Eaton, CO

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.
Meeting Minutes of the  
NORTH FRONT RANGE TRANSPORTATION &  
AIR QUALITY PLANNING COUNCIL  
January 3, 2019  
Berthoud Town Hall  
807 Mountain Ave.  
Berthoud, CO  

Voting Members Present:  
Kristie Melendez - Chair -Windsor  
William Karspeck - Berthoud  
Gerry Horak - Fort Collins  
Robb Casseday - Greeley  
Paula Cochran - LaSalle  
Steve Olson - Loveland  
Elizabeth Austin - Milliken  
Don McLeod - Severance  
Barbara Kirkmeyer - Weld County  

Voting Members Absent:  
Rick Coffin - CDPHE  
Kevin Ross - Eaton  
Mark Clark - Evans  
Troy Mellon - Garden City  
Tom Donnelly - Johnstown  
Aaron Pearson - Johnstown  
Kathy Gilliland - Transportation Comm.  

MPO Staff:  
Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director, Crystal Hedberg, Finance Director; Medora Kealy, Transportation Planner II, and Sarah Martin, Transportation Planner I.  

In Attendance:  
Dawn Anderson, Dan Betts, Stephanie Brothers, Chad Crager, Jim Eussen, Joseph Flanigan, Butch Hause, Wayne Howard, Mark Jackson, Will Jones, Steve Moreno, Mitch Nelson, Mark Peterson, Ginger Robitaille, Kathryn Sellars, Mike Silverstein, Corey Stewart, and Karen Schneiders.  

Chair Melendez called the MPO Council meeting to order at 6:05 p.m.  

Public Comment:  
Joseph Flanigan of Loveland asked to have the word “complained” changed to “reported” in his public comment from the December 6, 2018 MPO Draft Council Meeting Minutes and read the Larimer County report regarding CDOT’s post-construction inspection of the intersection in front of his house, which had to be rebuilt and had led to his comments in December.  

Flanigan explained his Multiple Sclerosis causes him to be in a wheelchair at times. He commented when government does not comply with the Americans with Disabilities Act (ADA) law, negligent lawsuits can arise, costing government and citizens money, citing his intersection as an example. He said he believes the government today has no quality assurance for engineers to meet the requirements of ADA, and none of the entities represented in the Council had any civil engineers who are trained in ADA. In 2016 Larimer County had none, yet they were signing off on official contracts saying a project was ADA compliant. Council members could check to see if their civil engineers are really authorized and can support whether a contract is ADA compliant, but he could guarantee, probably not, which meant they could be open to law suits. Flanigan emphasized this is a no-win for government. He noted he had supplied ADA laws, rules and requirements information along with his Public Comment; Skin Versus Steal handout to the Council and audience. He asked members of the Council, as those entrusted to protect the trust of their citizens and reduce negligence, to know if their organizations are signing documents with the right authority and assure it is ADA compliant. He offered to help put together a quality assurance program targeted to what is being signed for all their engineers and

Page 8 of 70
contractors to meet ADA compliance. Otherwise, they were going to go to court and they would lose. Melendez thanked Flanigan for his comment.

**Move to Approve Agenda:**

Casseday moved to approve the, *January 3, 2019 Meeting Agenda*. The motion was seconded and passed unanimously.

**Move to Approve Minutes:**

McLeod moved to approve the *December 6, 2018 Council Meeting Minutes as corrected*. The motion was seconded and passed unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair Melendez opened the Air Quality portion of the meeting. She welcomed returning Weld County Council representative, Commissioner Barbara Kirkmeyer.

Air Pollution Control Division

There was no report.

Regional Air Quality Council (RAQC)

Mike Silverstein, RAQC Executive Director, noted his former connection with the Council through prior positions held at the Air Pollution Control Division (APCD) and the Air Quality Control Commission (AQCC). He presented the RAQC Ozone Update and regional review to the Council. Silverstein explained due to recent changes, the RAQC is now the Lead Planning Agency (LPA) in the Denver Metro/North Front Range region for ozone. NFRMPO is also the LPA for Fort Collins and Greeley metropolitan areas for carbon monoxide. He surmised the air quality status in the region will be bumped to a serious non-attainment classification, even though significant air quality issues are being addressed, the progressively more stringent EPA ozone standards cannot be attained by the 2020 due date. He indicated a new plan with new, more cost-effective strategies which target emissions appropriately, needs to be adopted and implemented during the 2019-2022 timeframe to reach attainment by the 2023-2024 deadline. When addressed properly the Weight of Evidence will prove emissions are going down, therefore, the problem lies with ozone out of the region’s control. Even though there is basically a global ozone pool at the surface that all contribute to, the focus needs to remain on what is the responsibility of the region, and what can be done to make necessary improvements. Silverstein announced beginning in February, the RAQC will have three committees that will look at all the source categories and control options and aid in making solid recommendations by the end of the year. Kirkmeyer asked whether the Colorado Department of Public Health and Environment (CDPHE) had done a recent study to show what percentage is out of the control of the region. Silverstein indicated there are various projections, but approximately 5ppb is from outside the U.S., and what comes from neighboring states can be as high as 40ppb. In total, one-half to two-thirds of our ozone comes from outside the region. The goal remains to continue to reduce our region’s share of ozone. Silverstein acknowledged the work of North Front Range RAQC members Gerry Horak, Julie Cozad, whose seat will now be occupied by Don McLeod, and Bruce White. He also noted his appreciation for Director Mallette in assisting with additional funding. He announced the RAQC meeting would be in Larimer County in April. Horak complimented Silverstein for invigorating the RAQC staff and board as their new Executive Director.

**Metropolitan Planning Organization (MPO) Agenda**

Chair Melendez opened the MPO portion of the meeting.
Reports:

Report of the Chair:
Chair Melendez reported the committee assignments would be as follows:

Statewide Transportation Advisory Committee (STAC)-
Representative- Kristie Melendez, MPO Chair
Alternate- Dave Clark, MPO Vice Chair
TPR Contact/STAC Alternates- Suzette Mallette, Executive Director and Becky Karasko, Transportation Planning Director.

Finance Committee-
Chair- Dave Clark
Members- Gerry Horak, Kevin Ross, Will Karspeck, Barbara Kirkmeyer
MPO Staff- Suzette Mallette, Crystal Hedberg, Merideth Kimsey

Human Resource (HR) Committee-
Chair- Tom Donnelly
Members- Troy Mellon, Mark Clark, Robb Casseday
MPO Staff- Ginger Robitaille (HR consultant), Renae Steffen

Executive Director Report:
Mallette provided information on the following:

- FY2022-23 Call for Projects (CFP) closed December 21st with 18 projects submitted as follows: Congestion Mitigation and Air Quality Improvement (CMAQ) Funds-11, Transportation Alternative (TA) Funds- 1, and Surface Transportation Block Grant Program (STBGP)- 6. The Scoring Committee will be evaluating project submissions on January 8th. Currently, the Scoring Committee has representatives from Evans, Fort Collins, Greeley, Loveland, Windsor, Weld County, Karen Schneider (CDOT), Federal Highway Administration (FHWA), and RAQC. The committee may include any member of the TAC, and participation is still open.

- TAC Elections were held in December. Dave Klockeman from the City of Loveland is now Chair and Mitch Nelson from the Town of Severance is Vice Chair.

- The first quarter 2019 Newsletter and 2018 Annual Report are included in the handouts.

- The February 7th meeting has been moved from the Eaton Public Library to the Eaton Area Community Center.

Finance:
A written report was provided. Melendez noted the Finance Committee recommended the excess 2018 dues not be moved into reserves.

TAC:
A written report was provided.

HR Committee:
There was no report.

Mobility:
A written report was provided.
Move to Approve Consent Agenda:

Kirkmeyer moved to remove the 2018 Reserve Exemption from the Consent Agenda and move it to Action Items. The motion was seconded and passed unanimously.

Action Items:

2018 Reserve Exemption

Crystal Hedberg, Finance Director, reviewed NFRMPO Reserve Policy information from the Use of Remaining 2018 Local Match memo with the Council, explaining the majority of expenses associated with the former executive director leaving could not be reimbursed as a direct reimbursement, but are instead part of 2018 indirect costs. Currently the way direct cost allocation percentages are calculated there is an approximate two-year delay. If the funds are moved into reserve, they would be transferred back out to cover the cashflow shortage. Kirkmeyer asked for clarification of how the $97,000 in excess dues was calculated. Hedberg explained it included an estimate of billing for December, since that billing would not be completed until the week of January 6th. Kirkmeyer asked how dues are calculated and how the remaining $20,000 would be paid. Hedberg explained dues are based on population percentage of each entities area within the MPO boundary and the additional shortage would be paid through excess City of Fort Collins 5310 funding which is exchanged for sales tax dollars. Kirkmeyer questioned why the local communities wouldn’t be assessed a certain amount to cover the shortage instead of depleting the MPO reserves. Hedberg explained annual dues are paid in January of each year to cover costs that have not gone directly against a grant. The reserve fund was set up to cover costs when CDOT does not reimburse the MPO in a timely manner. Melendez noted the Finance Committee and Council was against assessing the municipalities with any additional financial burden. Hedberg recognized the government shutdown was also a concern when predicting CDOT’s ability to reimburse funds or what delays could be expected. Kirkmeyer asked if the Council should be concerned about depleting the reserves. Hedberg indicated there was currently $300,000 in reserve funding.

S Olson moved to approve to FORGO FUNDING THE OPERATING RESERVE FOR 2018 TO COVER THE CASH FLOW SHORTAGE. The motion was seconded and passed unanimously.

December 2018 TIP Amendments

Medora Kealy, Transportation Planner II, reviewed information from the December 2018 TIP Amendment AIS, indicating six Amendment requests had been made, including two revised and one new project for CDOT R4; one revision combining two projects for the City of Fort Collins; and two new projects for the City of Greeley. She reminded the Council an amendment was required to add or remove projects from the TIP or to change federal funds by over $5M. No submissions had been received since the December 12th public comment period began. The Council’s approval was contingent on any comments received through January 10th.

Kirkmeyer moved to approve THE DECEMBER 2018 AMENDMENT TO THE FY2019-2022 TIP. The motion was seconded and passed unanimously.

I-25 Crossroads Reallocation

In J. Olson’s absence Schneiders explained CDOT was requesting reallocation of $2M of preprogrammed funds from the Crossroads Boulevard Interchange Expansion be used for Segment 6 (SH 56 to SH 402) of the North I-25 project. The new funding would be part of a TIP Modification Update which would be brought to the Council at a later date. Mallette noted Segment 6 currently had a $5M deficit and these RPP funds could help cover. The original agreement between NFRMPO and CDOT was if there were any cost savings on the Crossroads bridge or the climb lane the MPO would get an opportunity to direct these funds. It was clarified for
the Council that they were being asked to commit the funds to the I-25 corridor, Segment 6 was the next project and currently short on funding. It was not presently known where the remaining $3M would come from, but J. Olson was already considering options. McLeod requested details on how the $2M would be spent in the segment. Schneiders agreed to provide information to the Council once it became available.

Austin moved to approve MOVING $2M OF RPP FUNDING INTO SEGMENT 6, SH 56 (BERTHOUD EXIT) TO SH 402 (JOHNSTOWN/LOVELAND EXIT). The motion was seconded and passed unanimously.

It was noted the Resolution for the December TIP Amendment had been omitted in the original motion.

Kirkmeyer amended her motion and moved to approve RESOLUTION 2019-01. The motion was seconded and passed unanimously.

Discussion Items:

2015-2019 NFRMPO Targets for Safety Performance
Kealy briefly reviewed the details from the 2015-2019 NFRMPO Targets for Safety Performance, stating although the Council had voted to support the statewide targets as set by CDOT previously, they could choose to set targets specific the NFRMPO planning area. S. Olson asked if the crash data was for urban and rural roads, and if those could be listed separately. Kealy replied the data reflected a 5-year rolling average on all statewide public roads, and although it may be beneficial to separate those, the measures were set at a federal level which the states must follow. Kirkmeyer questioned what the consequences were if the targets were not met. Kealy explained there were penalties at the state level regarding how federal funds are spent, although there are no financial penalties assessed at the MPO level, there is a commitment to do whatever is possible to meet the targets. Melendez questioned the accuracy of the data for the timeframe shown. Kealy indicated the two end years are comprised of forecast data as it takes approximately one year for the actual numbers to be released. Kealy suggested the item could be on the consent calendar for February.

2045 Regional Transportation Plan (RTP) Strategies
Sarah Martin, Transportation Planner, presented the 2045 RTP Strategies to the Council noting two policies from the 2040 framework had been expanded on to create 29 strategies. It was important to rename the policies strategies to reflect their intention as guidance, as they will not serve as requirements. The strategies have been reviewed by the NoCo Bike & Ped Collaborative and TAC, whose comments have been incorporated. Also included is ADA compliance language which stemmed from public comment. The item will go to TAC for action on January 16th and return to the Council in February.

Council Reports:

Transportation Commission Report /CDOT Region 4
A Project Status Update for December 31, 2018 was provided. Schneiders reported the following updates:

- January 6th the Frontage Road between Johnsons Corner (LCR16) and SH402, on I-25, will be converted to a one-way NB only Frontage Road. The NB off ramp to SH402 will utilize the Frontage Road.
- The Frontage Road between SH402 and Ronald Reagan will maintain NB and SB directions. The new Northbound on ramp from SH402 will be accessed via the Frontage Road in front of River Ranch Road.
• SH402 between the NB ramps and SB ramps will be closed for 120 days starting approximately around June/July timeframe
• SH402 New Park n Ride will be open to public in a month or so, striping is what remains to be completed.
• Concrete Paving north of Budweiser will resume in February depending on temperatures.
• Project Team has a meeting coming up with Mountain Shadows (neighborhood south and west of SH392) regarding the timing and details of the noise wall construction.
• Segments 5&6 are moving along and the contractor is working on their first green sheet (Project cost estimate) for segments 5 & 6, this will now be the new baseline cost estimate and should be completed by end of January. This estimate is still based off of 30% plan but will become more refined as design advances
• Segment 5&6 are also working on a strategic Public Information plan and will be updating once draft is outlined

I-25 Update
A written report was provided.

STAC Report
A written report was provided.

Host Council Member Report- Karspeck welcomed everyone to Berthoud and recognized Rise Bakery for providing the dinner. He then reported on the following transportation related projects in Berthoud:
• $400k DOLA Grant was awarded for improvements on WRC 7
• Several new businesses have recently opened including a new pub
• The Town of Berthoud is currently working on ADA improvements and their ADA Master Plan improvements with RockSol Consulting Group.
• The town is projecting a record year of permits with close to 500, including new developments on their northern and western borders
• They will likely make adjustments to their Impact Fees in 2019, as no adjustments were made in the past year.
• The new TPC Colorado golf course in Berthoud will host a PGA Web.com Tour event the week of July 8-14. They will be looking to their neighboring communities for restaurants and lodging.
• The town is looking to preserve approximately 15 acres of land and keep it from being developed. Butch Hause and his wife, Sarah Lincoln, have hosted Farm Concert, a major music festival, on their property for 16 years.

Meeting Wrap-Up:

Next Month’s Agenda Topic Suggestions:
No suggestions were made.

Executive Session:

Chair Melendez announced the Council would be going into an Executive Session.

Casseday made a motion 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
The session lasted approximately 23 minutes.

Chair Melendez reopened the meeting at 7:49 p.m.

**Executive Session Action:**

**Executive Director Contract Amendment #1**

McLeod moved to approve the *First Amendment to the Executive Director Contract with provisions*. The motion was seconded and passed unanimously.

Horak questioned how the contract amendment would be made available to the public. Melendez replied the document was available through the NFRMPO Public Records Request process.

**Executive Director Goals 2019**

Casseday moved to approve the *Executive Director Goals 2019 as amended*. The motion was seconded and passed unanimously.

The meeting was adjourned at 7:55 p.m.
Meeting minutes submitted by: Renae Steffen, MPO Staff
Pneumatic Controller Task Force

- Stakeholder process to study pneumatic controller emission reduction options, including the controllers found operating improperly, inspection and repair techniques and costs, preventative maintenance methods, and good engineering and maintenance practices
- Participants include industry, local governments, and environmental groups
- Data collected from a representative cross-section of well production facilities and natural gas compressor stations in the DMNFR. In summary, the survey effort was conducted on 179 oil and gas production facilities and resulted in over 3,800 individual natural gas-driven pneumatic controller survey results. Of those 3,800 controllers, about 6% we found to be improperly operating.
- 1/2018 task force convened
- Data collection began 5/2018
- 2/2019 update briefing to the Air Quality Control Commission
- 5/2020 recommendations on findings in a report to the Air Quality Control Commission
- Information will be used to reassess the natural gas-driven pneumatic controller requirements of Regulation Number 7, Section XVIII.F.

VOC Content Standards

- The Division is considering the potential adoption of VOC content standards for consumer products and architectural and industrial maintenance (AIM) coatings. We have posted an overview, concept document on our website and are requesting public review and comment by February 11. [https://www.colorado.gov/pacific/cdphe/consumer-products-and-architectural-coatings](https://www.colorado.gov/pacific/cdphe/consumer-products-and-architectural-coatings)

Zero Emission Vehicle (ZEV) Executive Order

- Governor Polis signed an executive order outlining a suite of initiatives and strategies aimed at supporting a transition to zero emission vehicles in Colorado, including:
  - CDPHE shall develop a rule to establish a zero emission vehicle program, to be proposed to the AQCC no later than May 2019.
  - CDPHE shall revise the state Beneficiary Mitigation Plan, which describes how the state will allocate nearly $760 million received in trust funds due to the settlement of the federal Volkswagen emissions case. The revised plan will focus all remaining, eligible investments on supporting electrification of transportation, including transit buses, school buses, and trucks.
Air Quality Control Commission Updates:
The January 17, 2019 Air Quality Control Commission (AQCC) meeting:

- The Division provided an updated on the Statewide Hydrocarbon Emission Reductions (SHER) Team:
  - Stakeholder process to evaluate potential areas for cost-effective hydrocarbon emission reductions from Colorado’s oil and gas sector (i.e., upstream, midstream, transmission) statewide
  - Stakeholders include industry, local governments, and environmental and citizen groups
  - Topics being evaluated include, but are not limited to, leak detection and repair (LDAR) inspection frequencies and monitoring, pneumatic devices, well liquids unloading, and downstream transmission
  - 1/2018 stakeholder began meeting
  - 1/2019 update briefing to the Air Quality Control Commission
  - 1/2020 recommendations for any new proposals to the Air Quality Control Commission

- Dr. Helmig of CU Boulder’s Institute for Artic and Alpine Research (INSTAAR) will present the results of an 18-month long air monitoring study at the Boulder Reservoir. This study measured levels of VOCs, NOx, and methane for use in emissions source attribution on a near-continuous basis.

Upcoming AQCC Meeting - February 21, 2019:

- Regulation 3, Part A, Section V. The Division will provide an overview of the emission reductions credit program and its planned implementation.
- Pneumatic Controllers (PC) update (see above).
APPROVAL OF THE DECEMBER 19, 2018 TAC MINUTES

Jones moved to approve the December 19, 2018 TAC minutes. The motion was seconded by Anderson and approved unanimously.

CONSENT AGENDA

2015-2019 NFRMPO Targets for Safety Performance – Schneiders asked if there were any comments or questions received following the December TAC meeting regarding targets for safety performance; Kealy reported there were none. Schneiders moved to approve the Consent Agenda. The motion was seconded by Wagner and approved unanimously.

ACTION ITEMS

2045 Regional Transportation Plan (RTP) Strategies – Martin noted all comments received during the December 19, 2018 TAC meeting were incorporated into the Strategies, which were presented at the January 3, 2019 Planning Council meeting for Discussion. Martin added no comments or questions were received at Planning Council. Jones moved to recommend Planning Council approve the incorporation of the Strategies framework into the 2045 RTP. The motion was seconded by McDaniel and approved unanimously.

PRESENTATION

Windsor Area Network Study Presentation – Consulting team Michael Baker International, in partnership with Stolfus and Associates, provided a project overview for the Windsor Area Network Study, including the project scope, process, and schedule. The feasibility study will evaluate corridor alternatives to improve traffic flow, connectivity, and safety within the Windsor area. Next steps include Windsor Area Network Study TAC meetings held prior to regularly scheduled NFRMPO TAC meetings, one-on-one meetings with affected NFRMPO TAC members and city and county elected officials, and public meetings.

DISCUSSION ITEMS

Greeley STBG Project Adjustment Request – Allison Baxter with the Greeley Transportation Department presented a proposal to move funding awarded for an expansion project along O Street from 11th Avenue to WCR 37 during the 2016 Call for Projects to a roundabout at 59th and O Street. The originally-funded project is no longer expected to improve regional connectivity due to proposed closures along US85.

TAC recommended scoring the project and returning with an explanation of how the project compared to other proposed but unfunded projects from the 2016 Call. The project team will also need to coordinate with CDOT to address environmental and historical concerns. This item will return for continued TAC Discussion at the February TAC meeting.

FY2022-23 Call for Projects Recommendations – Kealy reviewed the projects recommended for funding in the FY 2022-23 Call. A total of 18 project applications were submitted, 11 CMAQ, six STBG, and one TA. The scoring committee recommended partially funding one CMAQ project, wait-listing two STBG projects, and fully funding four CMAQ projects and four STBG projects. The NoCo Bike & Ped Collaborative recommended fully funding one TA project. Applicants with projects recommended for funding or wait-listed will present their projects to Planning Council at their February 7, 2019 meeting. Recommended projects will return to TAC in February for Action and to Council in March for approval.

2019 Public Involvement Plan (PIP) – Gordon provided an overview of the 2019 Public Involvement Plan (2019 PIP). The 2019 PIP, updated prior to the 2045 RTP, includes a more robust methodology for evaluating the success of NFRMPO outreach, as requested by FHWA during the 2018 Federal Certification Review. The 2019 PIP is open for public comment through February 2, 2019. The 2019 PIP will go to Planning Council for Discussion at their February 7, 2019 meeting.
1. **Call Meeting to Order, Welcome and Introductions**
   
   *Attendees:* Anna Russo, Transfort; Angela Woodall, Foothills Gateway; Connie Nelson-Cleverley, SAINT; Cari Brown, Arc of Larimer County; Darby Remley, Division of Vocational Rehabilitation; Tim McLemore, Elderhaus; Jason Brabson, Heart&SOUL Paratransit; Bridie Whaley, COLT; Katy Mason, Larimer County Office on Aging; Megan Kaliczak, zTrip; Alex Gordon, NFRMPO

2. **Review of Agenda**

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

4. **Approval of December 20, 2018 Meeting Minutes**

   Tim moved to approve the meeting minutes. Katy seconded the motion and it was approved unanimously.

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**PRESENTATIONS**

1) **zTrip**

   Megan Kaliczak from zTrip presented on the taxi service providing rides in Larimer, Weld, and Boulder counties. zTrip is contracted to operate the Transfort and COLT Dial-a-Ride and Dial-a-Taxi services. Megan noted zTrip does not determine ADA eligibility; instead that is done by Transfort and COLT. ADA trips can be booked from 24 hours up to two weeks in advance of the trip. Megan noted the following features of ADA trips:
   - Dial-a-Ride serves up to $\frac{3}{4}$ of a mile around the fixed-route system, not the entire city.
   - Drivers wear badges with their name and position, reinforcing they are contractors of the City.
   - Dial-a-Ride only serves the $\frac{3}{4}$-mile buffer of Sunday routes in Fort Collins on Sundays and does not provide service on Sundays in Loveland.
   - Dial-a-Taxi is available 24-hours in advance and is a voucher system.
   - Fort Collins and Loveland have separate Dial-a-Taxi voucher pools and they vary each day.
   - Dial-a-Taxi service can be used to go outside of the Dial-a-Ride service area, but the origin must be in Fort Collins for the first trip. A return trip may begin outside the service area if it brings the passenger back within the service area.
   - Complaints should be made by calling the Fort Collins Customer Service number.
   - Drivers go through an extensive training process, including PASS training, ADA training, customer service and skills training, etc.

   zTrip is also authorized as an NEMT provider through Veyo. The contract for Veyo is currently out for bid through February. zTrip can accept or deny trips through a portal but can legally only provide the transportation requested. zTrip cannot change any request, only the passenger can. Very few same-day trips are provided through the NEMT program.

   zTrip also provides NMT trips, which need to be worked out with a case worker. Typically, a person is authorized two roundtrips per week with mileage limits. These are only eligible for Medicaid users. No trips can be taken to liquor stores, bars, gambling establishments, or strip clubs.
2) **Bustang Travel Training**
   Alex showed a draft version of the Bustang Travel Training video. LCMC members made suggestions and Alex will forward them to Rocky Mountain Student Media.

**ACTION ITEMS**

1) **Elections**
   Angela nominated Anna Russo, Transfort, as Chair of the LCMC for 2019. Katy seconded the motion and it was approved unanimously.
   Angela nominated Connie Nelson-Cleverley, SAINT, as Vice Chair of the LCMC for 2019. Katy seconded the motion and it was approved unanimously.

**DISCUSSION ITEMS**

1) **Dump the Pump Day 2019**
   Gordon
   It was determined absorbing the Expert Panel and acting as the Steering Committee for the §5304 grant will absorb a lot of the LCMC’s time in 2019. Dump the Pump Day 2019 may be tabled.

2) **Larimer County Senior Transportation Project Update**
   Expert Panel
   Alex presented the idea to roll the Expert Panel into the LCMC. LCMC members seemed open to the idea. Alex will work bring the bylaws to the March meeting to discuss the changes needed to absorb the Expert Panel. Alex and Katy reviewed the NADTC grant due on January 18 that the Larimer County Transportation Work Group will apply for. It will help support a pilot project with Via Mobility and rural transportation providers and will run through August 2019 if successful. Alex will send the application and summarize the §5304 grant for the LCMC to review.

3) **2019 Work Plan**
   Gordon
   This item will be tabled until March 21, 2019 when a newly-expanded LCMC meets.

**LCMC MEMBER REPORTS**

Cari stated Arc of Larimer County will be holding City Plan workshops on January 31 from 6 p.m. to 8 p.m. at their office in Fort Collins. All are welcome but registration is strongly suggested.

Anna stated Transfort will be receiving six new CNG buses in March or April. A new e-ticketing app will launch, initially for adult fares only. Transfort will do a second year of Stuff the Bus in March. MAX turns five in May so Transfort will be celebrating.

Bridie reported COLT updated their routes in November. A contract was awarded for a bus app with live bus tracking. COLT will be working to streamline ADA eligibility with GET and Transfort. COLT will also be pursuing an appeal board for ADA eligibility.

Darby reported DVR is back to being fully staffed.

Tim stated Elderhaus is working with Transfort to add additional capacity on the Transfort routes. There are not additional customers but a growing interest in the routes provided. Elderhaus was approved to offer services five days a week for veterans, up from 2.

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

6. **Next Month’s Agenda Topic Suggestions**
   - Work session to discuss expanded LCMC role and expectations

7. **Next LCMC Meeting: March 21, 2019**
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<td>Reason: Adding $1,520K federal FTA539 funding across FY19, FY20, and FY21, decrease local funding by $20K; and update project description.</td>
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### North Front Range Transportation & Air Quality Planning Council

#### Administrative Modification #2018-M11

**Money Listed in Thousands**

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<th>Funding Program / STIP ID</th>
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**Post Projects:**

- **SR45218.183**
  - SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5
  - CDOT Region 4 Bridge
  - FY 19: Bridge Rehab/place
  - FY 20: Bridge Rehab/place
  - FY 21: Bridge Rehab/place
  - FY 22: Bridge Rehab/place

**Post Description:**

**Summary of CDOT Region 4 Bridge - On System Pool Programming in the North Front Range region.**

- **REVISED ENTRY:**
  - **SR46598 P-4**
  - Region 4 Bridge - On System Pool
  - CDOT Region 4 Bridge
  - Federal
  - National Highway Performance Program
  - FY 19: 956
  - FY 20: 483
  - FY 21: 719
  - FY 22: 719

**Post Projects:**

- **SR45218.183**
  - SH14C: Ft Collins East Lemay to I-25 mp135.7-139.5
  - CDOT Region 4 Bridge
  - FW: Bridge Rehab/place

**Reason:** Adding $244K 100% local overmatch to SR45218.183 in FY19.

**FASTER (North Front Range Listings of State Highway Locations)**

**PREVIOUS ENTRY**

- **SR46606 P-7**
  - Region 4 FASTER Safety Pool
  - CDOT Region 4 FASTER Safety
  - State
  - FASTER Safety
  - FY 19: 1,000
  - FY 20: 2,250
  - FY 21: 3,000
  - FY 22: -
  - FY 19-22 TIP TOTAL: 5,250

**Post Projects:**

- **SR46606.073**
  - I-25: Fort Collins North Cable Rail
  - CDOT Region 4
  - Project Description: Safety Improvement

**Post Description:**

**Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.**

- **REVISED ENTRY**
  - **SR46606 P-7**
  - Region 4 FASTER Safety Pool
  - CDOT Region 4 FASTER Safety
  - State
  - FASTER Safety
  - FY 19: 1,000
  - FY 20: 1,050
  - FY 21: 3,000
  - FY 22: -
  - FY 19-22 TIP TOTAL: 4,850

**Post Projects:**

- **SR46600.054**
  - Fort Collins CBC Underpass (College Ave S/O Foothills Pkwy)
  - CDOT Region 4
  - Project Description: Pedestrian Underpass

**Post Description:**

**Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.**

- **REVISED ENTRY**
  - **SR46600 P-11**
  - Non-Regionally Significant Regional Priority Program Pool
  - CDOT Region 4 Safety and Federal
  - Surface Transportation Program
  - FY 19: 911
  - FY 20: 3,049
  - FY 21: 3,949
  - FY 22: -
  - FY 19-22 TIP TOTAL: 4,319

**Post Projects:**

- **SR46600.054**
  - Fort Collins CBC Underpass (College Ave S/O Foothills Pkwy)
  - CDOT Region 4
  - Project Description: Pedestrian Underpass

**Reason:** Correcting funding for SR46600.054 by reducing State $1,100 in FY19 and adding Federal $1,500 in FY19. Add new pool project (SR46600.075) with $182K local funding in FY19.
### CDOT Region 4 Transportation Alternatives (TA)

#### PREVIOUS ENTRY

**P-14**

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<th>Project Title/Location</th>
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For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf

Reason: Add $110K in FY19 local overmatch to STIP ID: SR47020.016.

#### REVISED ENTRY

**P-14**

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For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf

Reason: Increase funding in FY19: $1K Federal (correction in rolled amount); $1,035K Local Overmatch in FY19 for bid adjustment.

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**Congestion Mitigation & Air Quality (CMAQ)**

#### PREVIOUS ENTRY

**NF1063**

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Reason: Increase funding in FY19: $1K Federal (correction in rolled amount); $1,035K Local Overmatch in FY19 for bid adjustment.
### Region 4 FASTER Safety Project Programming

**Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range Region.**

- **SR46606**: FASTER Safety Project - Secure Bicycle Parking
  - **Description**: For the most current project funding information, please see CDOT's STIP at https://www.codot.gov/business/budget/documents/dailySTIP.pdf
  - **Funding**: 1,900
  - **Total**: 1,900

- **SR46606.073**: I-25 Fort Collins North Cable Rail
  - **Description**: SH-60 and WCR-40 Intersection
  - **Project**: FASTER Safety
  - **Funding**: 3,000
  - **Total**: 3,000

- **SR46606.083**: College & Troutman Signal Upgrades
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 1,000
  - **Total**: 1,000

- **SR46606.089**: Interaction Safety Improvements Pool
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 2,000
  - **Total**: 2,000

- **SR46606.010**: WCR 17 Expansion & Bike Lanes (Larimer/Berthoud)
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 1,000
  - **Total**: 1,000

### Region 4 ADA Pool

#### Summary of CDOT Region 4 ADA Pool Programming in the North Front Range.

- **SR47021**: Region 4 ADA Pool
  - **Description**: Curb Ramp Upgrades
  - **Funding**: 2,000
  - **Total**: 2,000

### Region 4 Transportation Alternatives (TA)

- **SR47020**: Region 4 Transportation Alternatives Program
  - **Description**: Various Below
  - **Funding**: 1,000
  - **Total**: 1,000

- **SR47021.003**: Greeley ADA Curb Ramps Phase 1
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 2,000
  - **Total**: 2,000

- **SR47021.004**: Loveland ADA Curb Ramps Phase 1
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 2,000
  - **Total**: 2,000

- **SR47021.006**: Windsor ADA Curb Ramps
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 2,000
  - **Total**: 2,000

- **SR47021.015**: Sheep Draw Trail 2015 Project
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 2,000
  - **Total**: 2,000

### Region 4 Bridge - On System Pool Programming

- **SR47020.029**: US287 Gap Project - Bike/Ped Improvements
  - **Description**: Project Description: Safety Improvement
  - **Funding**: 2,000
  - **Total**: 2,000

### Project Description

- **PREVIOUS ENTRY**: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range Region.
  - **Reason**: Roll forward $2,112K federal from FY18-21 TIP. North Front Range projects will be added to the pool as they are awarded funding under this pool.

- **REVISED ENTRY**: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range Region.
  - **Reason**: Roll forward $2,112K Federal from FY18-21 TIP. North Front Range projects will be added to the pool as they are awarded funding under this pool.

- **PREVIOUS ENTRY**: Summary of CDOT Region 4 Bridge - On System Pool Programming.
  - **Reason**: Roll forward $2,112K Federal from FY18-21 TIP. North Front Range projects will be added to the pool as they are awarded funding under this pool.

- **REVISED ENTRY**: Summary of CDOT Region 4 Bridge - On System Pool Programming.
  - **Reason**: Roll forward $2,112K Federal from FY18-21 TIP. North Front Range projects will be added to the pool as they are awarded funding under this pool.
### Region 4 Hazard Elimination Pool

#### FY 2019-2022 Transportation Improvement Program (TIP)

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**Project Description:**

- Rolling forward $929K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.

### Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range Region

**Reason:** Rolling forward $925K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.

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**Region 4 Hazard Elimination Pool**

<table>
<thead>
<tr>
<th>Project Title/Location</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional ADA for Fort Collins</td>
<td>2017-023</td>
<td>SST7641.113</td>
<td>ADA ~2010-2017</td>
</tr>
<tr>
<td>Regional ADA for Greeley</td>
<td>2017-023</td>
<td>SST7641.114</td>
<td>ADA ~2010-2017</td>
</tr>
</tbody>
</table>

**Project Description:**

- Rolling forward project SST7641.113 and all state & local funding from FY18-21 TIP. Adding project SST7641.110 to pool. Remove $430K local overmatch in FY19.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.

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**FTA 5307 - Urbanized Area Formula Program**

<table>
<thead>
<tr>
<th>Project Title/Location</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/Program</th>
</tr>
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<tbody>
<tr>
<td>US85 Resurf &amp; SH392 Intersection</td>
<td>2017-038</td>
<td>SST7641.110</td>
<td>Replacement</td>
</tr>
</tbody>
</table>

**Project Description:**

- Rolling forward $929K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.

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**Federal-Local Matching Moneys**

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<thead>
<tr>
<th>Project Title/Location</th>
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<th>Funding Type/Program</th>
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<tr>
<td>US85 Resurf &amp; SH392 Intersection</td>
<td>2017-038</td>
<td>SST7641.110</td>
<td>Replacement</td>
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</tbody>
</table>

**Project Description:**

- Rolling forward $929K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.

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**CDOT Region 4 Hazard Elimination Pool (HSIP)**

<table>
<thead>
<tr>
<th>Project Title/Location</th>
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<td>2017-038</td>
<td>SST7641.110</td>
<td>Replacement</td>
</tr>
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</table>

**Project Description:**

- Rolling forward $929K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.

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**Previous Entries**

<table>
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<tr>
<th>Project Title/Location</th>
<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/Program</th>
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<tbody>
<tr>
<td>Greeley-GET ADA Operating Assistance 80/20</td>
<td>2017-023</td>
<td>SST7641.113</td>
<td>ADA ~2010-2017</td>
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<tr>
<td>Greeley-GET ADA Operating Assistance 50/50</td>
<td>2017-023</td>
<td>SST7641.114</td>
<td>ADA ~2010-2017</td>
</tr>
</tbody>
</table>

**Project Description:**

- Rolling forward $929K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.

---

**Reason:**

- Rolling forward $929K federal FY17 and FY18 funding and $193K local FY17 and FY18 funding.
- Rolling forward $286K federal FY17 and FY18 funding and $72K local FY17 and FY18 funding.
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- Rolling forward $925K federal FY17 and FY18 funding and $231K local FY17 and FY18 funding.
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<thead>
<tr>
<th>Funding Program / STIP ID</th>
<th>NFR TIP Number</th>
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<th>Improvement Type</th>
<th>Source of Funds</th>
<th>Funding Type/ Program</th>
<th>Previous Funding</th>
<th>Rolled Funding</th>
<th>FY 19</th>
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<th>FY 22</th>
<th>FY 19-22 TIP TOTAL</th>
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<tr>
<td><strong>FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program</strong></td>
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<td>170-041 Access A Cab: Paratransit Service to Bridge Loveland and Fort Collins</td>
<td>SST6731.024</td>
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<td>Federal</td>
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<td>170-057 Vehicle Replacement: Cutaway</td>
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<td><strong>Reason:</strong> Vehicle Replacement using 5310 funding</td>
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</table>
CDOT R4 Windsor Area Network Study
NFR Planning Council Meeting Agenda

Location: Eaton Area Community Center – 1675 3rd Street, CO 80615
Date: February 7, 2019
Time: 6:00pm

Agenda Items:

1. Project Overview

2. Project Update
   - Met with TAC and presented project
     - Smaller monthly project TAC meetings prior to larger TAC meetings
   - Working with affected communities
     - Coordinating with your staff
     - Appropriate involvement with elected officials

3. Next Steps
   - Scheduling meetings with elected officials
     - February or March as appropriate
   - Public meeting to engage community and seek input
     - To be held in March
     - Windsor Fire Station #1

4. Future Updates
   - March – Preliminary Data
   - April – Public Input, Options and Costs
Two significant highways (SH 392 and SH 257) traverse through Windsor and the surrounding area, overlapping for one mile in the central business district of the Town. This segment is constrained for capacity and is a high pedestrian and bike area with a community desire to close and use this section for frequent special events. Portions of the highways, both east and west, have irregular access, high density movements, schools, a cemetery and extensive commercial and retail activity centers.

This study will seek opportunities to enhance overall safety, regional connectivity and economic vitality for all, while transferring control of the central business district to Windsor. Options will be investigated and analyzed to ensure:

- Improved overall safety and mobility for all modal movements
- Enhanced access management and regional travel, including freight, on state highways
- Effective connectivity between economic activity centers

Seeking partnerships with Windsor and other adjacent and affected communities, as well as Weld and Larimer Counties, CDOT will explore suitable opportunities to exchange portions of either highway for parallel city and county roads. New feasible alignments may be considered. This effort will identify the desired timing and likely next steps to accomplish any desired actions that may include requests for NFRMPO and local participation and funding.
### CDOT Region 4 - Windsor Area Network Study Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
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<td>Safety/Access</td>
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<td>Benefits/Cost</td>
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<td>Implementation Plan Report</td>
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<tr>
<td>TAC Meeting (10:30 - 11:30am)</td>
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<td>NFRMPO Planning Council Meeting (6:00 - 8:00pm)</td>
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<td>Cities/Counties (Elected Officials)</td>
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<tr>
<td>Public Meetings</td>
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</tbody>
</table>

- **A**: Present project and seek input
- **B**: Present results and draft report to public
- **C**: Deliver MOU and report to stakeholders
- **D**: Looking for action to approve MOU
**Objective/Request Action**

To set targets by supporting the 2015-2019 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures and agreeing to plan and program projects to contribute toward accomplishment of those targets.

- **Report**
- **Work Session**
- **Discussion**
- **Action**

**Key Points**

Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2015-2019 time period by February 27, 2019. CDOT set statewide targets for 2015-2019 for the national safety measures in August 2018. To set targets, the NFRMPO can either:

A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or

B. Set targets specific to the NFRMPO region.

The statewide targets set by CDOT for the 2015-2019 time period are for crashes on all public roads and include:

- Number of Fatalities – 644
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.20
- Number of Serious Injuries – 2,909
- Rate of Serious Injuries per 100M VMT – 5.575
- Number of Non-motorized Fatalities and Serious injuries – 514

**Committee Discussion**

The targets were discussed by Planning Council at their January 3, 2019 meeting. Comments from councilmembers included requests to separate rural and urban crash targets, questions on availability of data, and questions on penalties for not achieving targets. Previously, the 2014-2018 safety targets set by CDOT were approved by the NFRMPO Planning Council at their February 1, 2018 meeting (See Table 1).

**Supporting Information**

- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The MPO could be penalized administratively via Certification Reviews for not meeting targets.
- The NFRMPO and CDOT must set targets for the five safety performance measures annually.
- The NFRMPO’s targets for 2015-2019 will be included in the FY2020-FY2023 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan (RTP).
- The CDOT targets for the national performance measures are not aspirational targets, such as those established in the 2014 Colorado Strategic Highway Safety Plan. 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.

**Advantages**

Adopting the State’s targets aligns the NFRMPO with the statewide targets and requires less staff time than setting targets specific to the NFRMPO.

**Disadvantages**

The State safety targets do not reflect performance specific to the NFRMPO region.
## Analysis/Recommendation

At their January 16 meeting, TAC recommended Planning Council set targets by supporting the CDOT statewide safety targets for the 2015-2019 time period and agreeing to plan and program projects to contribute toward accomplishment of those targets.

## Attachments

- Highway Safety Performance Measure Statewide Targets
- Resolution No. 2019-02
<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2014-2018 Target Set by CDOT &amp; NFRMPO</th>
<th>2015-2019 Target Set by CDOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>610</td>
<td>644</td>
</tr>
<tr>
<td>Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)</td>
<td>1.20</td>
<td>1.20</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>3,350</td>
<td>2,909</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100M VMT</td>
<td>6.790</td>
<td>5.575</td>
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<td>514</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 2019-02
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO SET TARGETS BY SUPPORTING THE 2015-2019 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 2015-2019 five-year average:

(1) Number of Fatalities – 644
(2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.20
(3) Number of Serious Injuries – 2,909
(4) Rate of Serious Injuries per 100 million VMT – 5.575
(5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 514; and

WHEREAS, the CDOT set its 2015-2019 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 2015-2019 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 7th day of February 2019.

___________________________
Kristie Melendez, Chair

ATTEST:

__________________________
Suzette Mallette, Executive Director
**Objective/Request Action**

Planning Council approve the Strategies Framework for inclusion in the 2045 RTP.

**Key Points**

- The 2040 Goals, Objectives, Performance Measures, and Targets (GOPMT) included two Policies linked to two Objectives in the GOPMT framework.
- The 2040 RTP included an implementation plan, which focused on supporting plans, processes, and programming, but did not link additional strategies or policies to the Objectives.
- At the July 18, 2018 TAC meeting, TAC agreed the policy section should be removed from the GOPMT and expanded to address all Objectives defined in the 2045 GOPMT.

**Committee Discussion**

The Strategies Framework was brought to Planning Council for Discussion at their January 3, 2019 meeting; no comments were provided. At their January 16, 2019 meeting, TAC recommended Planning Council approval of the Strategies Framework for inclusion in the 2045 RTP.

**Supporting Information**

Following direction from TAC, NFRMPO staff developed the Strategies Framework to guide the implementation of the 2045 GOPMT. The Framework shows how each strategy might help achieve one or more objective outlined in the 2045 GOPMT. Strategies are intended to serve as guidance and will not be enforced as requirements. Strategies were developed using existing NFRMPO policies, recommendations from the 2045 Regional Transit Element (RTE), examples from peer MPOs, feedback from the NoCo Bicycle and Pedestrian Collaborative, and feedback from TAC.

**Advantages**

- Strategies may help guide progress toward achieving federally-required and regionally-specific targets.

**Disadvantages**

None noted.

**Analysis/Recommendation**

Staff requests Planning Council approve the Strategies Framework for inclusion in the 2045 RTP.

**Attachments**

- Figure 1. 2045 RTP Strategies Framework
Figure 1. 2045 RTP Strategies Framework

The following strategies were drafted to serve as a framework for NFRMPO partners to guide progress toward the Goals, Objectives, Performance Measures and Targets (GOPMT) adopted by Planning Council in September 2018. Below are the 12 Objectives identified in the GOPMT. The associated icons are used in the table to link strategies to objectives, some strategies may achieve multiple objectives.

- Conform to air quality requirements
- Maintain transportation infrastructure and facilities
- Increase investment in infrastructure
- Reduce number of severe crashes
- Reduce congestion
- Improve travel time reliability
- Support transportation service for all, including the most vulnerable and transit-dependent populations
- Increase mode share of non-single occupancy vehicles (SOV) modes
- Develop infrastructure that supports alternate modes and connectivity
- Optimize the transportation system
- Enhance transit service in the NFR region
- Reduce project delivery time frame

= Direct relationship with objective  = Indirect relationship with objective

<table>
<thead>
<tr>
<th>2045 RTP Draft Strategies</th>
<th>2045 GOPMT Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Provide financial support to Regional Air Quality Council (RAQC) in analyzing impacts of transportation on air quality.</td>
<td>⬜</td>
</tr>
<tr>
<td>2. Continue to partner with RAQC to include both on-road and non-road air quality education and during summer outreach events.</td>
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<tr>
<td>3. Prioritize rehabilitating and replacing aging infrastructure over system expansion.</td>
<td>⬜ ⬜ ⬜</td>
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<tr>
<td>4. Encourage submittal of a maintenance plan including identified funding sources for operations and maintenance for all capacity projects.</td>
<td>⬜ ⬜</td>
</tr>
<tr>
<td>5. Support freight performance in partnership with CDOT.</td>
<td>⬜ ⬜</td>
</tr>
<tr>
<td>2045 RTP Draft Strategies</td>
<td></td>
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<tr>
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<tr>
<td>6. Partner with CDOT to advance teen and elderly driver safety programs.</td>
<td></td>
</tr>
<tr>
<td>7. Support efforts and agencies that encourage non-single occupancy vehicle travel.</td>
<td></td>
</tr>
<tr>
<td>8. Implement the CMP on a corridor and/or project specific basis to reduce travel delays.</td>
<td></td>
</tr>
<tr>
<td>9. Evaluate federally-funded projects administered by the NFRMPO for effective consideration and inclusion of Transportation Demand Management (TDM).</td>
<td></td>
</tr>
<tr>
<td>10. Encourage the use of a percentage of project funds to implement TDM strategies during construction to alleviate congestion and related air emissions.</td>
<td></td>
</tr>
<tr>
<td>11. Support efforts to develop and implement local TDM programs by encouraging applications for CMAQ funding.</td>
<td></td>
</tr>
<tr>
<td>12. Include fiber optic cables for new signals, roadways, and as part of other ITS projects to help develop the North Front Range Fiber Network.</td>
<td></td>
</tr>
<tr>
<td>13. Ensure adequate funding for regional paratransit providers that serve disabled and elderly populations.</td>
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</tr>
<tr>
<td>14. Encourage complete street design, especially between neighborhoods and activity centers to facilitate safe and convenient travel for all modes and all abilities.</td>
<td></td>
</tr>
<tr>
<td>15. Promote the development of bicycle and pedestrian facilities that use best practices guidance from FHWA, NACTO, and CDOT.</td>
<td></td>
</tr>
<tr>
<td>16. Reference the Colorado ADA Transition Plan when developing new projects or conducting maintenance on existing infrastructure.</td>
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</tr>
<tr>
<td>17. Identify qualified partners and/or seek training to earn necessary qualifications to ensure compliance with ADA through design and construction.</td>
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</tr>
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<td>18. Partner with local agencies to help identify where ADA retrofits are needed most.</td>
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<tr>
<td>19. Continue to use the 2016 Non-Motorized Plan as a tool to prioritize bicycle and pedestrian projects for future funding.</td>
<td></td>
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<tr>
<td>20. Coordinate with local and state partners to collect, maintain, and publicize bicycle and pedestrian facility and user data.</td>
<td></td>
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<td>21. Support traveler information technology, such as real-time messages on incidents, congestion, and travel time to improve system reliability.</td>
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<td>22. Support a Great Western Railway feasibility study that compares regional rail to similar regional bus routes.</td>
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<td>23. Support and/or host transit education programs to help first-time users incorporate transit as a viable mode of transportation.</td>
<td></td>
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<tr>
<td>24. Ensure investments in transit are adequate to keep the current fleet in a state of good repair and to maintain operations.</td>
<td></td>
</tr>
<tr>
<td>2045 RTP Draft Strategies</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>---</td>
</tr>
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<td>25. Encourage regional cooperation between transit agencies and CDOT to increase ease of transfers between systems.</td>
<td>⚫</td>
</tr>
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<td>26. Coordinate with CDOT to ensure proper project close-out protocol are followed.</td>
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</tr>
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<td>27. Ensure projects can be completed during the time frame required to receive federal funding.</td>
<td></td>
</tr>
<tr>
<td>29. Coordinate with local planning partners and reference existing plans to maximize efficiency of project design and delivery.</td>
<td></td>
</tr>
</tbody>
</table>
MEMORANDUM

To: NFRMPO Planning Council
From: Medora Kealy
Date: February 7, 2019
Re: FY2022-2023 Call for Projects Recommendations

Background

A total of 18 project applications were submitted to the FY2022-2023 Call for Projects: 11 Congestion Mitigation Air Quality (CMAQ), six Surface Transportation Block Grant (STBG), and one Transportation Alternatives (TA). The CMAQ and STBG applications were scored by the Call for Projects Scoring Committee (Scoring Committee) and the TA application was reviewed by the NoCo Bike & Ped Collaborative (NoCo). As shown in Table 1, the Scoring Committee recommends funding five CMAQ projects and four STBG projects, and NoCo recommends funding the TA project.

Table 1. Call for Projects Overview

<table>
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<tr>
<th>Funding Pool</th>
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<td><strong>18</strong></td>
<td><strong>$30.0M</strong></td>
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</table>

The Call for Projects Scoring Committee met on January 8, 2019 to score the CMAQ and STBG applications. The Scoring Committee included voting representatives from the communities of Evans, Fort Collins, Greeley, Loveland, and Weld County and non-voting representatives from CDOT, FHWA, NoCo Bike & Ped, RAQC, and NFRMPO staff.

The CMAQ projects were ranked highest to lowest based on their emissions benefits and contribution to achievement of targets using the scoring criteria and point system identified in the 2018 Call for Projects Guidebook, available at https://nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook-revised-10172018.pdf. As identified in Table 2, the Scoring Committee recommends partially funding one and fully funding four CMAQ projects.
Table 2. Congestion Mitigation & Air Quality (CMAQ) Recommendations

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
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<td>11th Avenue Signal Detection and Hardware Upgrade</td>
<td>N/A</td>
<td>$849,830</td>
<td>$0*</td>
</tr>
</tbody>
</table>

**TOTAL FEDERAL FUNDING AVAILABLE**  
$10,733,254

**TOTAL FEDERAL FUNDING RECOMMENDED**  
$10,733,254

*Project deemed ineligible: applicant did not submit CDOT mini application or CDOT letter of support. Project could receive funding via CDOT.

The STBG projects were ranked highest to lowest based on the scoring criteria and point system identified in the Guidebook. As identified in Table 3, the Scoring Committee recommends fully funding four STBG projects. An additional $428,382 funding in STBG is available; however, instead of receiving partial funding, the City of Greeley and the Town of Windsor requested to waitlist their projects. If additional STBG funding becomes available to provide substantial partial funding or full funding to the waitlisted projects, the applicants could opt to receive the funding.

As approved by Planning Council on October 4, 2018, the Regional Air Quality Council (RAQC) will receive a $25,000 per year set-aside of STBG funding in FY2022 and FY2023 for ozone modeling of the North Front Range region.
Table 3. Surface Transportation Block Grant (STBG) Recommendations

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Partner Agency</th>
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</table>

TOTAL FEDERAL FUNDING AVAILABLE $7,834,286
TOTAL FEDERAL FUNDING RECOMMENDED $7,405,904

The TA application was reviewed by NoCo at their meeting on January 9, 2019. As shown in Table 4, NoCo recommends fully funding the project.

Table 4. Transportation Alternatives (TA)

<table>
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<tr>
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<tr>
<td>Windsor</td>
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TOTAL FEDERAL FUNDING AVAILABLE $544,075
TOTAL FEDERAL FUNDING RECOMMENDED $544,075

TAC discussed the Scoring Committee’s and NoCo’s recommendations at their meeting on January 16, 2019. The Call for Projects Recommendations will return to TAC as an Action Item on February 20, 2019 and to Planning Council as an Action Item on March 7, 2019.

Action

TAC and staff request Planning Council review and provide comments on the Call for Projects recommendations from the Scoring Committee and NoCo as summarized in this memo for CMAQ, STBG, and TA funding through the NFRMPO for FY2022 and FY2023.
FY2022-2023 Call for Projects
Recommendations
Planning Council

Agenda

• Call for Projects Overview

• 2-minute summary from project sponsors for each project recommended for the following funding programs:
  • Congestion Mitigation and Air Quality (CMAQ)
  • Surface Transporation Block Grant (STBG)
  • Transportation Alternatives (TA)
## Applications Summary

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## Scoring Committee Members

### Voting Members
- Evans
- Fort Collins
- Loveland
- Greeley
- Weld County

### Non-Voting Members
- CDOT
- FHWA
- NFRMPO Staff
- NoCo
- RAQC
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*Project deemed ineligible: applicant did not submit CDOT mini application or CDOT letter of support. Project could receive funding via CDOT.
CMAQ Project: Citywide Signal Retiming

Project Sponsor: City of Greeley

Project Description: The project proposes to obtain peak-hour turning movements for all intersections, rebuild Synchro 9 files, conduct time-speed delay studies before and after implementation, and report the findings. The revised signal timing software will allow the City to maintain and modify the appropriate signal timings into the future.

Regionally Significant Corridor(s): US85 Business, 35th Avenue, 65th Avenue, 83rd Avenue

Federal PM Target(s): CMAQ

Total Project Cost: $283,000

Federal Funding Request: $283,000

Funding Recommendation: $273,000*

Call for Projects Recommendations
CMAQ Project: Electric Bus Purchase

Project Sponsor: City of Fort Collins

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

Regionally Significant Corridor(s): US287, SH14

Federal PM Target(s): TAM, CMAQ

Total Project Cost: $5,274,300

Federal Funding Request: $4,366,593

Funding Recommendation: $4,366,593
CMAQ Project: Phase 3 Fiber

Project Sponsor: City of Greeley

Project Description: Approximately 7.8 miles of fiber will be installed as part of the Phase 3 project, with 3.8 miles along US34. As part of this project, Greeley will add three signals along state routes to the adaptive timing system: 83rd Ave at US 34, Promontory Parkway at US 34, and Promontory Parkway at 10th St. Project will connect seven (7) signals to the fiber network.

Regionally Significant Corridor(s): US34, US34 Business, 65th Ave, 83rd Ave

Federal PM Target(s): CMAQ, Reliability

Total Project Cost: $2,375,653

Federal Funding Request: $2,375,653

Funding Recommendation: $2,375,653
CMAQ Project: North Taft Avenue & US34 Intersection Widening/Improvements

Project Sponsor: City of Loveland

Project Description: Widen North Taft Ave from West 11th St to Westshore Dr. US34 will be widened beginning 600 feet west of the intersection to Westshore Dr east of the intersection. Intersection improvements at US34 and N. Taft Ave will include new signals to accommodate new configuration, dual NB and SB left turn lanes, lengthened US34 EB and WB left turn lanes, increased turning radii, bike and ped improvements and concrete medians.

Regionally Significant Corridor(s): US34, LCR17

Federal PM Target(s): Safety, CMAQ, Pavement Condition

Total Project Cost: $5,247,000

Federal Funding Request: $3,330,637

TAC Funding Recommendation: $3,330,637
CMAQ Project: College and Trilby Road Intersection Improvements

Project Sponsor: City of Fort Collins

Project Description: Install dual northbound and southbound left-turn lanes with corresponding receiving lanes on Trilby Road, dedicated right turn lanes from Trilby to College; along with ADA compliant routes, traffic signal replacement, and raised medians.

Regionally Significant Corridor(s): US287

Federal PM Target(s): CMAQ, Safety

Total Project Cost: $4,650,000

Federal Funding Request: $1,000,000

TAC Funding Recommendation: $387,371
# STBG Project Recommendations

<table>
<thead>
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</tbody>
</table>
STBG Project: CR19 (Taft Hill Road) Improvements—Horsetooth Road to Harmony Road

Project Sponsor: City of Fort Collins & Larimer County

Project Description: Implementation of 4-lane arterial street per Larimer County Urban Area Street Standards to accommodate both significant regional traffic and local traffic, and address safety issues.

Regionally Significant Corridor(s): LCR19

Federal PM Target(s): Safety, Air Quality, Reliability

Total Project Cost: $5,380,000

Federal Funding Request: $3,834,025

TAC Funding Recommendation: $3,834,025
STBG Project: Roundabout at WCR74 and WCR33

Project Sponsor: Weld County & Town of Eaton

Project Description: Install a single-lane modern roundabout at the intersection of WCR 74 and WCR 33 in unincorporated Weld County.

Regionally Significant Corridor(s): WCR74

Federal PM Target(s): Safety, Mobility, Reliability, Air Quality, Freight Movement

Total Project Cost: $4,702,203

Federal Funding Request: $1,091,818

TAC Funding Recommendation: $1,091,818
STBG Project: 37th Street Widening

Project Sponsor: City of Evans

Project Description: The 37th Street Widening project expands 37th Street between 35th Avenue and 47th Avenue from a two-lane to a four-lane roadway that includes median, turn lanes, and detached multi-use paths in accordance with the Freedom Parkway Access Control Plan

Regionally Significant Corridor(s): SH402

Federal PM Target(s): Reliability

Total Project Cost: $13,285,466

Federal Funding Request: $1,118,565

TAC Funding Recommendation: $1,118,565
STBG Project: US34 Widening—Boise to Rocky Mountain Ave

Project Sponsor: City of Loveland

Project Description: Widening of existing US34 from 4 lanes to 6 lanes for portions of the section from Boise Avenue to Rocky Mountain Avenue to address safety items, system continuity and congestion.

Regionally Significant Corridor(s): US34

Federal PM Target(s): Reliability, Safety

Total Project Cost: $1,644,518

Federal Funding Request: $1,361,496

TAC Funding Recommendation: $1,361,496
Project Sponsor: Town of Windsor

Project Description: Construct an improved alignment for WCR 13 in the vicinity of LCR 32E (WCR 68.5).

Regionally Significant Corridor(s): WCR13

Federal PM Target(s): Safety

Total Project Cost: $3,078,807

Federal Funding Request: $1,187,311

TAC Funding Recommendation: $186,290
STBG Project: 83rd Avenue Roadway Improvements

Project Sponsor: City of Greeley

Project Description: The project would widen the road to four lanes, add detached sidewalks and bike lanes. The 83rd Ave and 10th St intersection would be expanded to accommodate current and future traffic.

Regionally Significant Corridor(s): 83rd Avenue, US34 Business

Federal PM Target(s): Safety, Reliability

Total Project Cost: $5,122,470

Federal Funding Request: $1,873,374

TAC Funding Recommendation: $0; project waitlisted
<table>
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<tr>
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<td>Windsor</td>
<td>Poudre River Trail Realignment</td>
<td>$544,075</td>
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</table>

**TA Project Recommendation**

TA Project: Poudre River Trail Realignment

Project Location within MPO Boundary

[Diagram of Poudre River Trail Realignment]
TA Project: Poudre River Trail Realignment

Project Sponsor: Town of Windsor

Project Description: Relocation of the Poudre River Trail away from areas of high risk bank failure and trail failure. The project will acquire a new easement away from the Poudre River and construction of a new trail. Old trail easement will be converted to soft surface increasing capacity in this area.

Regional Non-Motorized Corridor(s): Poudre River Trail

Total Project Cost: $802,041

Federal Funding Request: $544,075

Funding Recommendation: $544,075

Next Steps

- February 20, 2019: TAC Recommendation to Planning Council
- March 7, 2019: Planning Council Action in Larimer County
Questions?

Medora Kealy
Transportation Planner II
mkealy@nfrmpo.org
(970) 416-2293

Becky Karasko
Transportation Planning Director
bkarasko@nfrmpo.org
(970) 416-2257

CMAQ Scoring

<table>
<thead>
<tr>
<th>CMAQ Evaluation Criterion</th>
<th>Possible Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Term Emissions Benefit (Year 1)</td>
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</tr>
<tr>
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<td>Contribution to Achievement of Targets</td>
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<td><strong>TOTAL</strong></td>
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### STBG Evaluation Criteria

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<thead>
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<th>Possible Points</th>
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<td>Safety</td>
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<tr>
<td>Mobility (multi-modal, congestion, reliability, continuity, etc.)</td>
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<td>System Preservation (maintaining the current system based on current pavement condition)</td>
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<td>Partnerships (Each partner must contribute at least 10% of the local match requirement)</td>
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<tr>
<td>Economic Development</td>
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</table>
Meeting Date | Agenda Item | Submitted By
--- | --- | ---
February 7, 2019 Eaton | 2019 Public Involvement Plan (PIP) | Alex Gordon

Objective/Request Action

Staff is providing a draft of the 2019 PIP for Planning Council review and discussion.

Key Points

- The NFRMPO undertakes a public outreach process to ensure the public has multiple opportunities to participate in the transportation planning process. MPOs are required to document the process in a Public Participation Plan, which is known as the Public Involvement Plan (PIP) in the NFRMPO region.
- The NFRMPO updates its PIP every four years, with the last update adopted by the Planning Council in October 2015.
- The 2019 PIP was presented to the TAC on January 16, 2019 with no concerns raised.
- The 2019 PIP updates strategies to engage Environmental Justice (EJ) and Title VI populations; goals, performance measures, and desired outcomes; descriptions of NFRMPO board and committee meetings and public outreach opportunities; and evaluations of the public outreach process.

Committee Discussion

This is the first time Planning Council has discussed the 2019 PIP. The 2019 PIP was discussed at the January 16, 2019 TAC meeting.

Supporting Information

- In accordance with 23 CFR 450.316, a metropolitan planning organization (MPO) is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).
- PIP strategies should ensure the NFRMPO provides adequate public notice of public participation activities; review and comment at key decision points in the development of the RTP and TIP; and multiple, accessible participation formats, including electronic and in-person.
- The public was involved in drafting of the 2019 PIP as required.
- FHWA and FTA provided feedback on the NFRMPO’s public outreach process, with comments and suggestions being incorporated into the 2019 PIP.
- The 2019 PIP was open for a 45-day public review and comment period between December 19, 2018 and February 2, 2019. Comments received will be discussed at the Planning Council meeting.

Advantages

- Planning Council review and recommendation is noted as an important step in the NFRMPO’s public outreach process in the 2019 PIP.
- The 2019 PIP is a federally-required document and must be approved prior to the adoption of the 2045 RTP.

Disadvantages

None noted.

Analysis/Recommendation

Staff requests Planning Council members review the 2019 PIP and provide comments.

Attachments

None.
MEMORANDUM

To: NFRMPO Planning Council
From: Suzette Mallette, Executive Director
Date: February 7, 2019
Re: NFRMPO Executive Policies – Draft

The recent turnover in the Executive Director position prompted FHWA/FTA to request an Immediate Succession plan as part of the NFRMPO’s Certification Review in June 2018. This request shed light on the need for more formal policies in regard to the Executive Director position. These policies are intended to define the responsibilities of the position as well as create an operating framework.

Attached is a draft of the NFRMPO Executive Policies for review and discussion with the Council. The creation of these Policies is also incorporated into the 2019 Goals for the Executive Director.

Action: This is a discussion item.
NFRMPO Executive Policies

Adopted Month, 2019
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**NFRMPO Executive Policies**

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

1. GENERAL

   Within the scope of authority delegated to him/her by the NFRMPO Council, the Executive Director shall ensure that any practice, activity, decision or organizational circumstance is lawful and prudent and adheres to commonly accepted business and professional ethics. The Executive Director shall ensure that conditions are safe, fair, honest, respectful and dignified.

2. TREATMENT OF STAFF, INTERNS, AND VOLUNTEERS

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

   The Executive Director shall ensure:

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

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

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

3. COMPENSATION, BENEFITS, EMPLOYMENT

   With respect to employment, compensation, and benefits to employees, consultants, contract workers and volunteers, the Executive Director shall ensure:
3.1 The fiscal integrity of the NFRMPO is maintained.

Accordingly, the Executive Director shall ensure:

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

3.3 Compensation and benefits are consistent with wage data compiled in the NFRMPO’s regular salary survey and approved in the annual budget.

3.4 Adherence to appropriate employment law practices.

4. FINANCIAL PLANNING AND BUDGET

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

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

Accordingly, the Executive Director shall ensure:

4.2 Financial practices are consistent with all applicable constitutional and statutory requirements.

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

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

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

5. FISCAL MANAGEMENT AND CONTROLS

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

5.1 Funds for expenditures are available during each fiscal year.

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

5.3 Prudent protection is given against conflicts of interest in purchasing and other financial practices, consistent with the law and established in the NFRMPO’s Fiscal Management Control Policy.
5.4 Funds are used for their intended purpose.

5.5 Competitive purchasing policies and procedures are in effect to ensure openness and accessibility to contract opportunities.

5.6 Purchases, contracts and obligations which may be authorized by the Executive Director do not exceed the financial authority approved by the NFRMPO Council per Resolution 2001-04.

5.7 Adequate internal controls over receipts and disbursements prevent the material dissipation of assets.

5.8 The NFRMPO’s audit is independent and external monitoring or advice is readily accepted and available.

5.9 Negotiates and enters into agreements with local governments for the provision of services.

5.10 In the absence of the Executive Director, the Transportation Planning Director, signs on behalf of the Executive Director. If the Executive Director and the Transportation Planning Director are unavailable for a signature, the Finance Director provides authorizing signatures, unless there is a violation of internal controls.

5.11 The Executive Director’s timesheets are submitted to the Chair and Vice Chair electronically for approval as close to the submission date and time as possible.

6. PROTECTION OF ASSETS

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

6.1 Assets are protected and adequately maintained against unnecessary risk.

6.2 An insurance program exists to protect the NFRMPO in the event of a property and/or liability loss, including coverage insuring the Council, officers, employees, authorized volunteers and the NFRMPO against liabilities relating to the performance of their duties and the NFRMPO’s activities in an amount equal to or greater than the average for comparable organizations and, for tort liabilities, in an amount equal to or greater than statutory limits on amounts the NFRMPO may be legally obligated to pay.

6.3 A policy exists to insure against employee dishonesty and theft.

6.4 Facilities and/or equipment are used properly and maintained (except normal deterioration and financial conditions beyond the Executive Director’s control.)

6.5 Practices and policies are in place for the NFRMPO, Council and staff to minimize or prevent liability claims.

6.6 A policy exists to ensure protection from loss or significant damage of intellectual property (including intellectual property developed using NFRMPO resources), information, and files.

6.7 Adequate planning is done for short-term and long-term capital or facility
needs.

7. IMMEDIATE SUCCESSION

7.1 To protect the Council from sudden loss of Executive Director services, the Executive Director shall have at least one other member of the management team familiar with Council and NFRMPO issues and processes.

7.2 If the Executive Director is unavailable to fulfill their responsibilities, a letter from the Executive Committee will be sent to FTA, FHWA and CDOT outlining the situation and identifying the person(s) responsible for the Executive Director’s duties.

8. COMMUNICATIONS WITH AND SUPPORT OF THE NFRMPO COUNCIL

The Executive Director shall ensure:

8.1 The Council is informed and supported in its work.

8.2 The Council is provided decision information it requests, information on relevant trends, or other points of view, issues and options for well-informed Council decisions.

8.3 The Council is aware of incidental information it requires, including anticipated adverse media coverage or material external and internal/organizational changes. Notification of planned, non-personnel-related internal changes is provided in advance when feasible.

8.4 In consultation with legal counsel, Council is appropriately apprised of pending or threatened litigation.

8.5 The Council is informed when the Council is not in compliance with its own policies, particularly in the case of the Council behavior that is detrimental to the work relationship between the Council and the Executive Director.

8.6 Information provided to the Council is not overly complex or lengthy