

## NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

### MEETING AGENDA

January 9, 2020

Berthoud Town Hall, 807 Mountain Ave., Berthoud, CO

Council Dinner 5:30 p.m.

MPO Council Meeting – 6:00 to 8:30 p.m.

#### *Pledge of Allegiance*

**Public Comment- 2 Minutes each** (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.)

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes-Lead Planning Agency for Air Quality/MPO- December 5, 2019 (Pg. 8)

#### Lead Planning Agency for Air Quality Agenda

##### COUNCIL REPORTS:

- |  |   |                  |
|--|---|------------------|
| 3) Air Pollution Control Division (APCD) | (Written)                                 | <u>Est. Time</u> |
| 4) Regional Air Quality Council (RAQC)   | Mike Silverstein- RAQC Executive Director | 6:05             |

#### Metropolitan Planning Organization Agenda

##### REPORTS:

- |   |  |                  |
|---|--|------------------|
| 5) Report of the Chair-STAC & Committee Assignments | Dave Clark-Council Chair- City of Loveland | <u>Est. Time</u> |
| 6) Executive Director Report                        | Suzette Mallette-MPO Executive Director    | 6:10             |
| 7) TAC (Pg.14)                                      | (Written)                                  | 6:15             |
| 8) Mobility (Pg.15)                                 | (Written)                                  |                  |
| 9) VanGo™ Dashboard (Pg.19)                         | (Written)                                  |                  |
| 10) Q4 TIP Modifications (Pg.21)                    | (Written)                                  |                  |

##### CONSENT AGENDA:

- |   |  |      |
|---|--|------|
| 11) Loveland CNG Fueling Station (Pg.24)                          | Dave Klockeman-Loveland City Engineer          | 6:20 |
| 12) FY2019 TIP Project Delay (Pg.30)<br>Resolution 2020-01        | Becky Karasko-Transportation Planning Director |      |
| 13) 2017 Coordinated Plan Amendment (Pg.33)<br>Resolution 2020-02 | Alex Gordon-Mobility Coordinator/Planner II    |      |

##### ACTION ITEMS:

- |  |   |                  |
|--|---|------------------|
| 14) North Front Range Regional Rail-<br>Feasibility Study Funding (Pg.37)            | Suzette Mallette-MPO Executive Director           | <u>Est. Time</u> |
| 15) Expansion of Mobility Program (One Call/One Click) (Pg.38)<br>Resolution 2020-03 | Alex Gordon-Mobility Coordinator/Planner II       | 6:25             |
| 16) Wellington NFRMPO Membership (Pg.44)<br>Resolution 2020-04                       | Suzette Mallette/Troy Hammon- Mayor of Wellington | 6:35             |
|  |   | 6:40             |

##### DISCUSSION ITEMS:

- |  |                                |      |
|--|--------------------------------|------|
| 17) 2016-2020 NFRMPO Targets for Safety<br>Performance Measures (Pg.48)            | AnnaRose Cunningham- Planner I | 6:50 |
| 18) 10-Year Strategic List of Projects- Criteria &<br>Work Session Process (Pg.50) | Becky Karasko                  | 6:55 |

##### COUNCILREPORTS:

- |  |  |      |
|--|--|------|
| Transportation Commission                                  | Kathleen Bracke- Transportation Commissioner | 7:25 |
| I-25 Update  | Heather Paddock- CDOT R4 Director            |      |
| Statewide Transportation Advisory Committee (STAC) (Pg.64) | (Written)                                    |      |
| Host Council Member Report                                 | Will Karspeck- Mayor of Berthoud             | 7:35 |

##### MEETING WRAPUP:

Next Month's Agenda Topic Suggestions

##### EXECUTIVE SESSION:

To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the annual evaluation of the Executive Director and possible amendment to the Executive Director's employment contract and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies that do not require the discussion of matters personal to particular employees.

##### ACTION ITEMS:

- |                                 |  |      |
|---------------------------------|--|------|
| 19) Executive Director Contract | Dave Clark/Kathryn Sellars- MPO Attorney | 8:10 |
| 20) Executive Director Goals    | Dave Clark/Suzette Mallette              | 8:20 |

Next NFRMPO Council Meeting: February 6, 2020- Town of Eaton



## **MPO Planning Council**

### *City of Loveland*

**Dave Clark, Councilmember- Chair**

Alternate- Steve Olson, Councilmember

### *Town of Severance*

**Donald McLeod, Mayor- Vice Chair**

Alternate- Frank Baszler, Trustee

### *Town of Windsor*

**Kristie Melendez, Mayor - Past Chair**

Alternate- Ken Bennett, Mayor Pro Tem

### *Town of Berthoud*

**William Karspeck, Mayor**

Alternate-Jeff Hindman, Mayor Pro Tem

### *Town of Eaton*

**Kevin Ross, Mayor**

Alternate- Glenn Ledall, Trustee

### *City of Evans*

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

### *City of Fort Collins*

**Kristin Stephens, Mayor Pro Tem**

Alternate- Wade Troxell, Mayor

### *Town of Garden City*

**Fil Archuleta, Mayor**

Alternate-Alex Lopez, Councilmember

### *City of Greeley*

**Brett Payton, Councilmember**

Alternate-John Gates, Mayor

### *Town of Johnstown*

**Troy Mellon, Councilmember**

### *Town of LaSalle*

**Paula Cochran, Trustee**

Alternate-Claudia Reich, Mayor Pro Tem

### *Larimer County*

**Tom Donnelly, Commissioner –**

Alternate- Steve Johnson- Commissioner

### *Town of Milliken*

**Elizabeth Austin, Mayor Pro Tem**

### *Town of Timnath*

**Lisa Laake, Trustee**

### *Weld County*

**Barbara Kirkmeyer, Commissioner**

Alternate- Steve Moreno, Commissioner

### *CDPHE- Air Pollution Control Division*

**Rick Coffin, Planner**

### *Colorado Transportation Commission*

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Acting Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

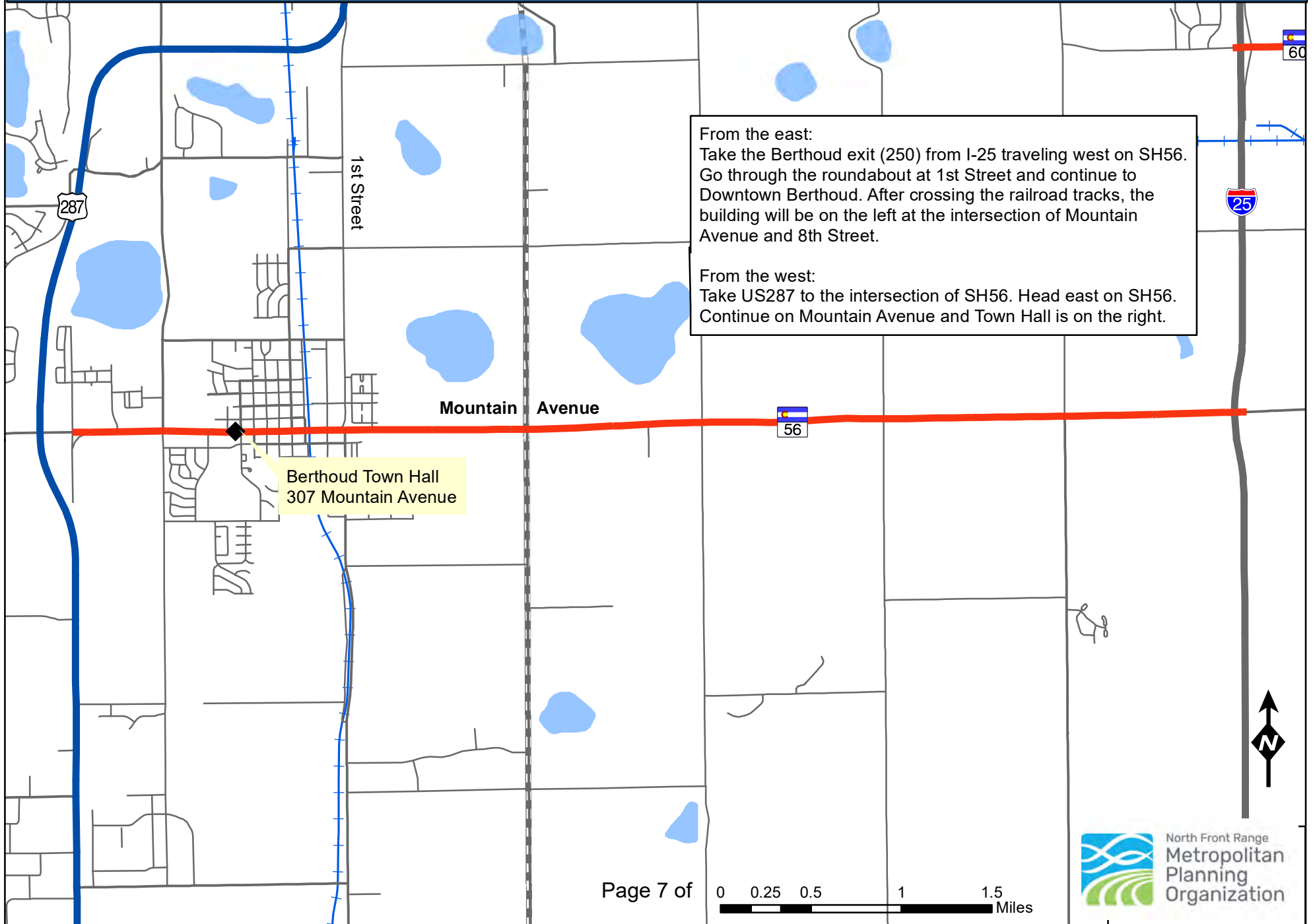
**GLOSSARY (cont'd)**

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

**GLOSSARY (cont'd)**

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

# Directions to Berthoud Town Hall (807 Mountain Avenue)



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

**December 5, 2019  
Windsor Public Works Complex  
922 N. 15<sup>th</sup> Street, Windsor, CO**

**Voting Members Present:**

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

**Voting Members Absent:**

Rick Coffin	-CDPHE
Mark Clark	-Evans
Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken

**MPO Staff:**

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

**In Attendance:**

Dawn Anderson, Jeff Bailey, Frank Baszler, Ken Bennett, Rich Christy, Chad Cragger, Richard DelaCastro, Jim Eussen, Jamie Grimm, Butch Hause, Joel Hemeseth, Wayne Howard, Myron Hora, Mark Jackson, Will Jones, Dave Kisker, Dave Klockeman, Diego Lopez, Bob McCluskey, Steve Moreno, Mitch Nelson, Mark Oberschmidt, Heather Paddock, Mark Peterson, Paul Rennemeyer, Karen Schneiders, Corey Stewart, Robin Stoneman, James Usher, and Barry Wilson.

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

**Public Comment:**

There was no public comment.

**Move to Approve Agenda:**

Melendez noted the Mayor of Wellington was unable to attend the meeting and requested agenda item 15- Wellington NFRMPO Membership, be removed and the agenda be reordered accordingly.

Ross **moved** to approve the, *December 5, 2019 Meeting Agenda as amended*. The motion was **seconded** and **passed** unanimously.



### **Move to Approve Minutes:**

D Clark **moved** to approve the *November 7, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

### **Executive Session:**

Chair Melendez requested a motion to go into Executive Session.

Ross **moved** the Council enter into an Executive Session pursuant to section C.R.S. 24-6-402(4)(f) for discussion of a personnel matter regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies. The motion was **seconded** and **passed** unanimously.

Chair Melendez stated Executive Session Action would be taken by the Council at the January 9, 2020 meeting.

Council entered Executive Session at approximately 6:05 p.m. The session lasted approximately fifty-two minutes.

Chair Melendez reopened the Council meeting at 6:55 p.m. and recognized of Town of Windsor Mayor Pro Tem, Ken Bennet and Councilmembers Paul Rennemeyer, Barry Wilson, and Myles Baker in attendance, as well as new member Brett Payton, City of Greeley Councilmember.

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

Chair Melendez opened the Air Quality portion of the meeting.

#### Air Pollution Control Division (APCD)

No report was provided.

#### Regional Air Quality Council (RAQC)

A written APCD report was provided.

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

Chair Melendez opened the MPO portion of the meeting.

### **Reports:**

#### Report of the Chair:

Chair Melendez introduced Mark Jackson, Public Works Director for the City of Loveland, who gave a brief presentation to the Council on center loading transit platform on I-25 as part of the expansion project. Following the presentation Melendez thanked CDOT Transportation Commission for the funding recently provided for North I-25.

#### Executive Director Report:

Malette reported she and Mayor McLeod had met with CDOT Director Lew to further express appreciation to her and her staff for awarding the I-25 funding.

Finance:

A written report was reported.

TAC:

A written report was reported.

Larimer County Mobility Committee:

A written report was provided.

Q4 TIP Modifications:

A written report was provided.

**Presentation:**

Front Range Passenger Rail Commission Governance Options

Andy Karsian, CDOT Legislative Liaison presented Council with four high-level options for potential governance structure of the Front Range Passenger Rail Commission (FRPRC).

Karasko requested Council direction on voting for one of the options at the December 13<sup>th</sup> FRPRC meeting. Council was in consensus on having Karasko vote for the first option, Public Rail Authority, which had also been the vote of the FRPRC.

**Move to Approve Consent Agenda:**

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

Items on the Consent Agenda included:

- CY 2019 3<sup>rd</sup> Quarter Unaudited Financial Statements
- *First Amendment to the FY 2020 Tasks and Budget of the FY2020 -21 UPWP*

**Action Items:**

November 2019 TIP Amendment

Medora Bornhoft, Transportation Planner II, presented information on the November amendment to the FY2019-FY2022 Transportation Improvement Program (TIP), the Poudre Express Greeley-Fort Collins project.

D. Clark **moved** to approve *RESOLUTION NO. 2019-29 APPROVING THE SEPTEMBER 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*.

The motion was **seconded** and **passed** unanimously.

Multimodal Option Fund (MMOF)

Following Karasko's presentation of major updates to the MMOF based on TAC and Council feedback from their November meetings there was Council discussion on how to process their 50% local match exemption requests. It was decided local communities would provide their requests to MPO staff who would send them collectively as a package to the Transportation Commission.

Kirkmeyer **moved** to approved *OPENING THE 2019 MULTIMODAL OPTION FUND (MMOF) CALL FOR PROJECTS PROCESS CONTINGENT ON APPROVAL OF THE MOBILITY PROGRAM EXPANSION*. The motion was **seconded** and **passed** unanimously.

D. Clark clarified the \$600k for the Mobility Program Expansion would return to the pool if not approved.

#### 2020 MPO Officer Elections

Chair Melendez opened nominations for 2020 MPO Chair.

*Ross **nominated** Dave Clark. The motion was seconded.*

*Kirkmeyer **moved** to close nominations and elect D. Clark as 2020 Council Chair by Acclamation. The motion was **seconded** and **passed** unanimously.*

Chair Melendez opened nominations for 2020 MPO Vice Chair.

*Kirkmeyer **nominated** Don McLeod. The motion was seconded.*

*Kirkmeyer **moved** to close nominations and elect Don McLeod as 2020 Vice Chair by Acclamation. The motion was **seconded** and **passed** unanimously.*

Melendez congratulated D Clark and McLeod on being elected. Chair Elect Clark will assign a STAC Representative and name new Finance and HR Committee members at the January 2020 meeting. The Articles of Association state the immediate Past Chair will become the Chair of the HR Committee and the Vice Chair becomes the Chair of the Finance Committee.

Chair Elect Clark commended Chair Melendez for her accomplishments in 2019 and she was presented with a plaque of recognition and a card.

*Melendez called for a brief break.*

*The MPO portion of the meeting reconvened at 7:45 p.m.*

#### Discussion Item:

##### Expansion of Mobility Program

Alex Gordon, Mobility Coordinator/Transportation Planner II, provided the Council with follow-up information from concerns raised at the November 7<sup>th</sup> meeting regarding funding and operations of the program. He noted MPO staff met recently with the Finance Committee for discussion centered around basic requirements, geographical area, budget clarification, and targets for performance measures. Gordon reviewed the resulting Mobility Management Organizational Chart with the Council. Although the program started in Larimer County the plan is to extend it region-wide. D. Clark clarified the MPO would not be the service provider, they would be setting up the hub and facilitating people providing the services. Melendez commented this expansion would help fulfill a gap of great need and she was supportive. The Council showed unanimous support. This will be an action item at the January 9<sup>th</sup> Council meeting.

##### Loveland CNG Fueling Station

Dave Klockman, Senior Civil Engineer, City of Loveland Public Works, presented the Scope Revision for the Loveland CNG Fueling Station that received CMAQ funding to the Council. He highlighted the construction in the proposed area is near the City of Loveland Service Center/Public Works Building and it would align with Loveland's project to replace the fuel farm. Council will be asked to take action on this item in January.

### FY2019 TIP Project Delay Review

Bornhoft explained the delay on three projects from the FY2019 TIP, noting the Weld County project was not being requested an extension by its sponsor due to suspension of the Buy America waiver program therefore, the funds would be returned to the CMAQ pool. The other two projects are scheduled to be underway in 6 months. The item will come back to Council for action on January 9<sup>th</sup>.

### 10-Year Strategic List of Projects

Melendez stated that the Council would be tasked with approving the criteria and scoring and ranking the projects at the Council's December 13<sup>th</sup> Work Session. She also stated those in attendance could be members and their alternate, and their community's TAC member. Council members were in agreement as to the purpose of the Work Session.

Karasko presented follow-up information to the Council on the list of prioritized projects for incorporation into CDOT's new 10-Year Strategic Pipeline Projects. The list was developed by the TAC at their October 16<sup>th</sup> Work Session and included 41 projects on the following six priority corridors; I-25, US34, US85, US287, SH392, and SH14. Council was asked to review and edit this list as appropriate.

There was discussion regarding scheduling conflicts for the December 13<sup>th</sup> Work Session. Following Council discussion, it was decided a poll with a few times and dates would be sent to Council and TAC and then a new date for the Work Session would be set accordingly. The list of projects needs Council approval in time for the finalized list to go to the Transportation Commission for consideration and possible inclusion in their 10-year Plan.

### **Council Reports:**

#### Transportation Commission Report /CDOT Region 4

Bracke thanked all for their enthusiasm, support and many years of hard work to bring forward the funding for North I-25 from the Senate Bill 1 and 267 process, noting it was CDOT and the Transportation Commission's (TC) dedication to honor the commitment made over past years to Northern Colorado that led to \$250M of funding of Segments 7 & 8. She thanked Director Mallette for the letter sent to the TC. She recently attended the Colorado Legislative Alliance as well as the Governor's Round Table discussion for transportation funding throughout Colorado. Many options other than ballot initiatives are being explored. There is an additional Round Table meeting scheduled in January. Any interested Council members should contact her - [kbracke@tcdistrict5@gmail.com](mailto:kbracke@tcdistrict5@gmail.com).

#### I-25 Update

Heather Paddock, CDOT R4 Director, reported I-25 southbound is now open following some infrastructure improvements, including bridge and pothole repairs. At the first of the year Corey Stewart will provide an article highlighting transportation project status on I-25.

D. Clark reported updates on Segments 5 & 6 and 7 & 8 were provided to elected officials at the December 4<sup>th</sup> I-25 Coalition meeting. It was also announced construction on US34 would be starting early next spring.

#### STAC Report

A written report was provided.

Tom Donnelly thanked Melendez for her service in 2019, noting her strength in leadership and her devotion to the region. He also noted during the 2019 Colorado Counties, Inc. (CCI) Dinner and Awards ceremony December 3, Weld County Commissioner Chair Barbara Kirkmeyer was honored with the Commissioner of the Year Award.

Host Council Member Report- Melendez welcomed everyone to Windsor thanking MPO staff, Karen Schneiders and CDOT staff, and all her fellow Council members for their help and support over the past year, saying she was honored for the opportunity to serve as Chair.

She reported the Town of Windsor has seen a record-breaking year of single-family housing permits, surpassing the former record of 690 on September 1<sup>st</sup>. The Old Mill which includes a restaurant and a tavern, has opened on Main Street in Windsor, a brewing company will open in the space in summer 2020. A Wendy's and Inta Juice franchise will be opening soon on the main corridor. Melendez said Windsor is continuing conversations with Legends Baseball Park and expect to see plans in the spring and construction beginning in the summer. Six small, yet significant, "quick pick" transportation projects are expected to be completed over the next 18 months. Additions/revisions to the Public Works Complex will be finalized in February.

**Meeting Wrap-Up:**

**Next Month's Agenda Topic Suggestions:**

No suggestions were made.

The meeting was adjourned at 8:59 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
December 18, 2019**

**APPROVAL OF THE NOVEMBER 20, 2019 TAC MINUTES**

Schneiders moved to approve the November 20, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

**CONSENT AGENDA**

**FY2019 TIP Project Delay Review & Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision** - Nelson moved to approve the Consent Agenda. Anderson seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**Election of 2020 TAC Officers** – Anderson nominated Nelson as TAC Chair. Fuhrman seconded the motion, which was approved unanimously. Nelson nominated Eric Tracy for Vice-Chair. Furhman seconded the motion, which was approved unanimously.

**DISCUSSION**

**10-Year List of Strategic Projects** – Karasko noted Renae Steffen from the NFRMPO office sent a meeting invitation to the January 16, 2020 Work Session. Karasko reviewed the schedule and the Transportation Commission criteria. No funding has been identified for these projects specifically, but \$500M for each fiscal year will be available Statewide. Schneiders noted there will be a set-aside for rural paving and transit. Mallette noted the List of Strategic Projects will go to CDOT Region 4 for review. Bustow highlighted that TIP and STIP Amendments will be required for any project(s) on the List of Strategic Projects moved into the TIP/STIP-years. Bustow asked how new TIPs will handle the List of Strategic Projects. Schneiders noted the TIP and STIP will continue to drop the first year and add the next year.

Bustow asked what Level of Safety Service (LOSS) is. Schneiders responded LOSS scores the severity of safety issues, used in FASTER Safety project scoring. Schuch noted the score is based on type of road and state highway crash data. Nelson stated the projects are on State systems and should use the State process.

TAC members agreed the mobility definition, economic vitality definition, asset management, and regional priority definitions are adequate. TAC members discussed the strategic nature scoring criteria and whether it includes project readiness. The group discussed whether local match impacts the strategic nature or project readiness. Snow stated local match is not required for these projects. Mallette stated Transportation Commissioner Bracke indicated projects should be sustainable, specifically in being multimodal.

TAC members discussed potential score weighting. Klockeman suggested bringing locally prioritized projects to the Planning Council. Anderson stated the group should look at regional priorities. Snow noted it might not be worth prioritizing every project, because it will be updated periodically.

Mallette suggested using a dot-exercise to prioritize projects: first round voting would have six dots then second round would have two. This would reduce the number of projects overall but would highlight local priorities. Baxter asked to remove multipliers and change “weights” to “maximum scores”. Karasko will update readiness score criteria, including changing “local match” to “funding”. Mallette asked TAC members to talk to their Planning Council members prior to the Work Session on January 16.

**Weld County Mobility Committee (WCMC)—MINUTES**  
**December 3, 2019**  
**1:35 p.m. – 3:01 p.m.**

---

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

- Dori Baker, Frontier House
- Janet Bedingfield, 60+ Ride
- Lori Chevron, Greeley Citizens Bus Committee
- Celeste Ewert, Envision
- Ashlee Garcia, Sunrise Community Health
- Julie Glover, Greeley Center for Independence
- Larry McDermott, Arc of Weld County
- Leiton Powell, Greeley Evans Transit
- Steve Teets, WAND
- Robyn Upton, Greeley Citizens Bus Committee

NFRMPO staff: Alex Gordon

**2. Review of Agenda**

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

**4. Approval of October 22, 2019 Meeting Minutes**

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

**ACTION ITEMS**

- 1. Coordinated Plan Amendment** – Alex briefly summarized the Coordinated Plan amendment request. Celeste motioned to recommend Planning Council approve the 2017 Coordinated Public Transit/Human Services Transportation Plan. Steve seconded the motion and it was approved unanimously.

**PRESENTATIONS**

- 1. Larimer County Senior Transportation Implementation Plan** – Alex briefly reviewed the progress of the Larimer County Senior Transportation Implementation Plan, which was completed and adopted by the Larimer County Board of County Commissioners. The NFRMPO Planning Council was discussing the project and requested more information. The WCMC is interested in two questions raised by the Planning Council: what are the boundaries of the program in Weld County? How are ambulances used as transportation in rural areas? The group discussed the need to do outreach, especially in the more rural areas. Alex proposed having a work session or discussion about outreach and next steps focused on Weld County in February. The group is supportive of the program and wants to continue in the development of the program.

**DISCUSSION ITEMS**

- 1. 2020 Work Plan** – The group discussed the following projects for 2020: rural outreach; discussing the project and needs with Weld County Commissioners; forming work groups to focus on smaller and achievable projects; and possibly creating a video or some other way to describe the program when doing outreach.
- 2. 2020 Meeting Schedule** – Proposed meeting dates were included in the WCMC meeting packet.



### GREELEY EVANS TRANSIT NEWS AND UPDATES

Leiton stated there will be an opportunity to preview the Poudre Express on December 10 with the Greeley Citizens Transportation Advisory Board. GET continues to look for new drivers. Poudre Express opens January 2, with rides being free throughout January. The fare reciprocity program continues to move forward.

### WCMC MEMBER REPORTS

Celeste stated Envision applied for a grant for sidewalk improvements via the CDOT Call for Projects.

Steve stated there is a video about advocacy and quality of life.

Dori stated Frontier House continues to look for jobs for members. There is a network of volunteers to help with transportation when needed to get to jobs.

Janet stated 60+ Ride is working on fundraising and submitted a request for a vehicle through the CDOT Call for Projects. 60+ Ride is currently looking for new office space because rent has risen.

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

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

**7. Next WCMC Meeting: February 6, 2019**

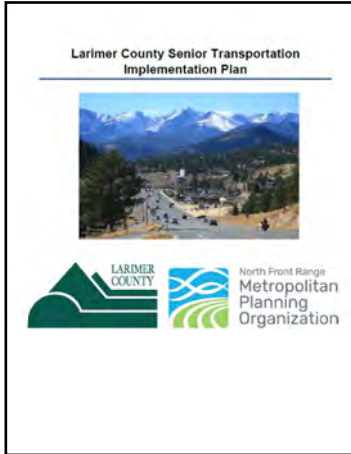




# MOBILITY COORDINATION

WINTER 2020 NEWSLETTER

## Larimer County Senior Transportation Implementation Plan Adopted



Since 2017, the NFRMPO has partnered with Foothills Gateway, the Larimer County Department of Health/Built Environment Program, the Larimer County Office on Aging (LCOA), the Partnership for Age-Friendly Communities in Larimer County (PAFC), and the Rural Alternative for Transportation (RAFT) on

various projects and studies meant to improve mobility for older adults and individuals with disabilities. Throughout 2019, the team worked on the Larimer County Senior Transportation Implementation Plan (Implementation Plan). The Implementation Plan recommended the NFRMPO host a One Call/One Click Center, which includes software and other technology meant to improve mobility for individuals in need of rides.

The Implementation Plan was presented to the Larimer County Board of County Commissioners on November 12, 2019, with the County Commissioners adopting the Plan at that meeting. The Plan was then presented to the NFRMPO Planning Council in November and December 2019. Adoption by the Planning Council is expected at the January 9, 2020 meeting.

The NFRMPO's Mobility Program will grow substantially in 2020. Immediate projects include meetings of transportation providers to begin integrating reporting and customer service standards, hiring a full-time Mobility Manager, and purchasing software to help discover transportation options and to integrate dispatching.

More information about the project are available at the NFRMPO website: <https://nfrmpo.org/mobility/ococ-project/>

## Poudre Express opens January 2, 2020

Greeley Evans Transit (GET) has led the way on a new bus service connecting Fort Collins, Windsor, and Greeley set to open January 2, 2020. Using funds provided by the three cities, the Associated Students of Colorado State University (ASCSU), and the Colorado Department of Transportation (CDOT), GET will provide seven round trips. The service will cost \$1.50 with transfers available to Bustang at the Harmony Transfer Center, and the MAX and FLEX at Mulberry Street and Mason Street. Rides will be free for the month of January 2020. The bus will have Wi-Fi and USB ports throughout each bus. For more information about the new bus service, visit the GET website: [greeleyevanstransit.com/regional/](http://greeleyevanstransit.com/regional/)

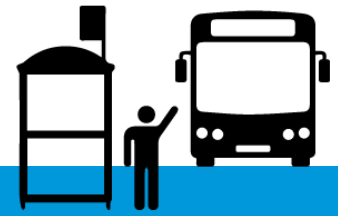


## Multimodal Options Funds Call Open

Transit agencies and human service providers are invited to apply for Multimodal Options Funds (MMOF) through the NFRMPO Call for Projects. The funds may be used on transit operating and capital projects, bicycle and pedestrian projects, and multimodal studies and technology projects. More information about the opportunity is available at the NFRMPO website: <http://nfrmpo.org/tip/call-for-projects/#mmof>

# MOBILITY COORDINATION

## PROGRAM UPDATES



**What is the Mobility Coordination Program?**— Mobility Coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. NFRMPO Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education. The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds. Funding has been secured for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

**Rider's Guide Updates**—More than 670 users have logged onto the online service to find potential service matches since January 1, 2019, with 99.1 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or (970) 289-8279. The online Rider's Guide is available at [noco.findmyride.info](http://noco.findmyride.info).

### Upcoming Meeting Schedule

January 2020							February 2020							March 2020						
Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa
			1	2	3	4							1	1	2	3	4	5	6	7
5	6	7	8	9	10	11	2	3	4	5	6	7	8	8	9	10	11	12	13	14
12	13	14	15	16	17	18	9	10	11	12	13	14	15	15	16	17	18	19	20	21
19	20	21	22	23	24	25	16	17	18	19	20	21	22	22	23	24	25	26	27	28
26	27	28	29	30	31		23	24	25	26	27	28	29	29	30	31				
LCMC Meeting				STC Meeting			WCMC Meeting													

### Committee Members

Larimer County Mobility Committee	
Arc of Larimer County	Berthoud Area Transportation System
Rural Alternative for Transportation	City of Loveland Transit
CO Division of Voc. Rehab	Elderhaus
Foothills Gateway	Heart&SOUL Paratransit
LC Department of Health and Environment, Built Environment	LC Office on Aging
LC Workforce Center	SAINT
Transfort	NADTC Expert Panel

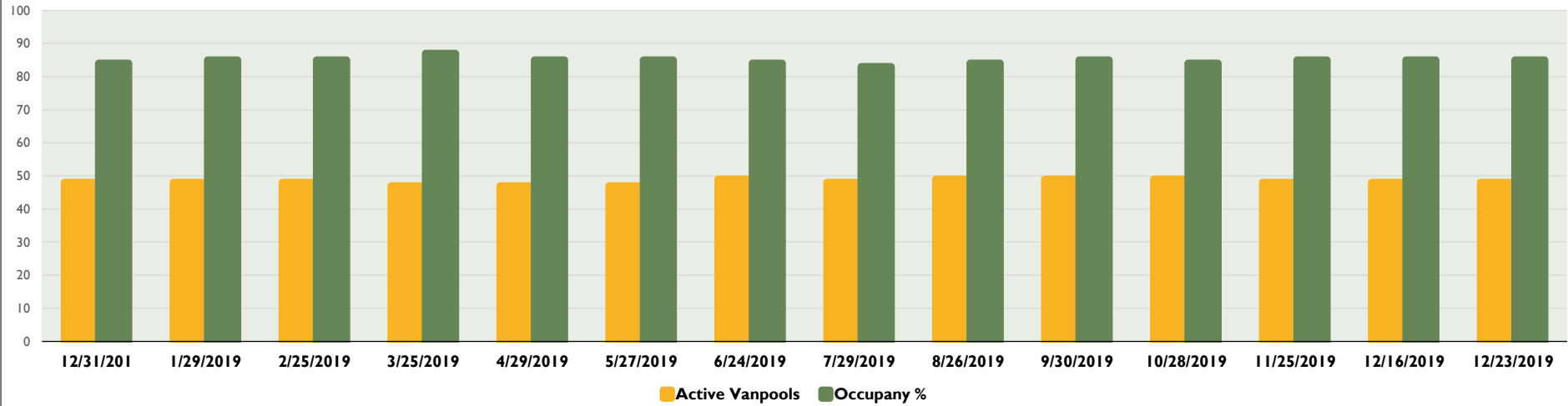
Weld County Mobility Committee	
Arc of Weld County	CO Division of Voc. Rehab
Connections for Independent Living/WAND	Envision Colorado
Greeley Evans Transit	North Range Behavioral Health
Senior Resource Services	Sunrise Community Health
United Way of Weld County	

For additional meeting details including agendas, notes & meeting location, visit [nfrmpo.org/mobility](http://nfrmpo.org/mobility).

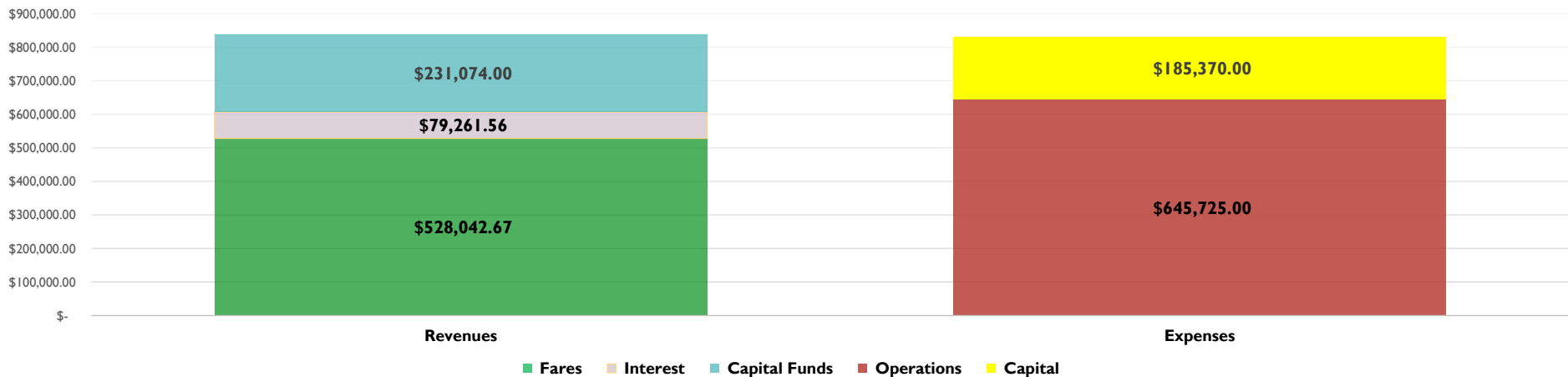
# VanGo Vanpool Program 4th Quarter Stats Year-to-Date



### Active Vanpools & Occupancy Rate

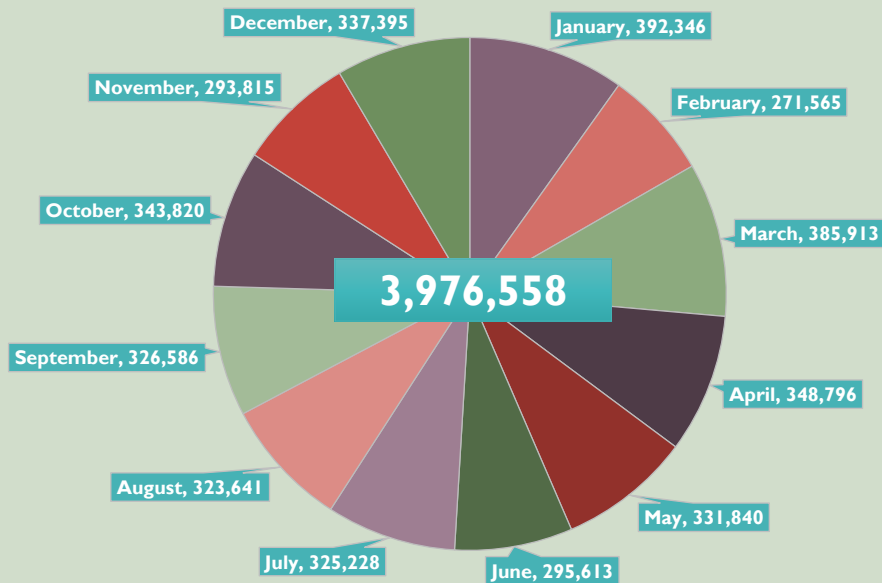


### Revenue/Expenses Year-To Date

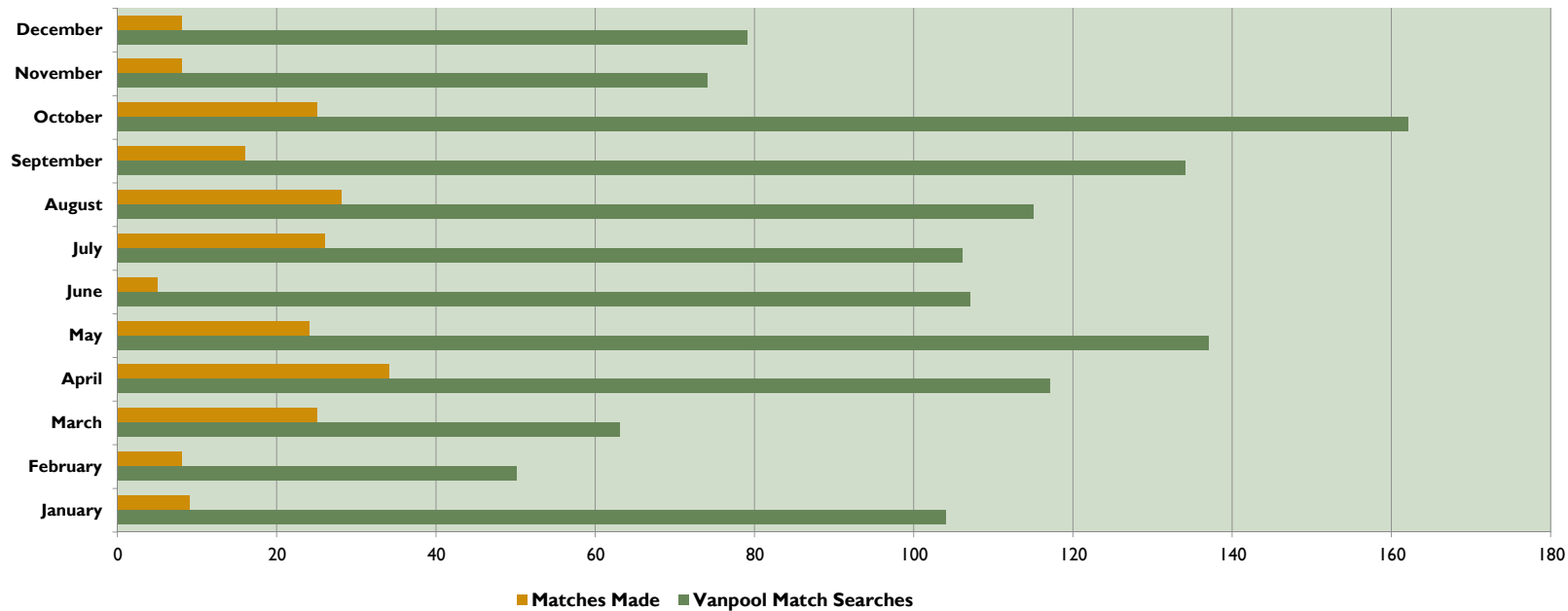


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.

### Miles Saved- Year to Date:



### Match Search Tracking [www.vangovanpools.org](http://www.vangovanpools.org)



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

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

**Administrative Modification #2019-M10**

Prepared by: AnnaRose Cunningham

DATE: 10/22/2019

Submitted to: CDOT

							<i>Dollars Listed in Thousands</i>							
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Surface Transportation Block Grant (STBG)</b>														
<b>PREVIOUS ENTRY</b>	2018-003	<b>LCR 17 Expansion</b>	Larimer County	Added Capacity	Federal	STP Metro	532	-	-	1,334	-	-	-	<b>1,334</b>
SNF57020.017			Berthoud	Bike/Ped Facility	Local	Local	111	-	-	277	-	-	-	<b>277</b>
					Total		643	-	-	1,611	-	-	-	<b>1,611</b>
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: #2019-M7 - Roll forward \$1,334K federal STP-Metro and \$277K local FY19 funding to FY20 rolled.														
<b>REVISED ENTRY</b>	2018-003	<b>LCR 17 Expansion</b>	Larimer County	Added Capacity	Federal	STP Metro	-	-	-	1,866	-	-	-	<b>1,866</b>
SNF57020.017			Berthoud	Bike/Ped Facility	Local	Local	-	-	-	388	-	-	-	<b>388</b>
					Total		-	-	-	2,254	-	-	-	<b>2,254</b>
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: #2019-M10 - Rolling forward remaining \$532K of Federal FY18 and \$111K of Local to FY20 rolled.														

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

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

Administrative Modification #2019-M12

Prepared by: AnnaRose Cunningham

DATE: 12/9/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands							
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
<b>Bridge - Off State System</b>														
<b>PREVIOUS ENTRY</b> SR46601	P-5	<b>Region 4 Bridge - Off System Pool</b>	CDOT Region 4	Bridge	Federal	Bridge Replacement	-	-	1,155	1,337	-	-	-	2,492
			Various Below	Reconstruct	Local	Local	-	-	289	334	-	-	-	623
		For the most current project funding information, please see CDOT's STIP at			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	-	1,377
					Total		-	-	2,821	1,671	-	-	-	4,492
Pool Projects: SR46601.027 SR46601.031 SR46601.032	-	<b>Spring Ck at Riverside (FCRVSD-S.2PRST)</b> <b>8th St Bridge (LOV1825W.8th St)</b> <b>Little Thompson (WEL019.0-046.5A)</b>	Fort Collins Loveland Weid			Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace								
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming														
<b>REVISED ENTRY</b> SR46601	P-5	<b>Region 4 Bridge - Off System Pool</b>	CDOT Region 4	Bridge	Federal	Bridge Replacement	-	-	1,155	1,337	500	-	-	2,992
			Various Below	Reconstruct	Local	Local	-	-	289	334	125	-	-	748
		For the most current project funding information, please see CDOT's STIP at			Local Overmatch	Local Overmatch	-	-	1,377	-	-	-	-	1,377
					Total		-	-	2,821	1,671	625	-	-	5,117
Pool Projects: SR46601.027 SR46601.031 SR46601.032 SR46601.033	-	<b>Spring Ck at Riverside (FCRVSD-S.2PRST)</b> <b>8th St Bridge (LOV1825W.8th St)</b> <b>Little Thompson (WEL019.0-046.5A)</b> <b>1st St Irrigation Canal Bridge (LOV180W)</b>	Fort Collins Loveland Weid Loveland			Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace Project Description: Bridge Rehab/replace								
Project Description: Summary of CDOT Region 4 Bridge - Off System Pool Programming														
Reason: Add new project [STIP ID SR46601.033 [1st St Irrigation Canal Bridge (LOV180W)] with \$500K Federal/\$125K Local funding FY20.														
<b>FASTER (North Front Range Listings of State Highway Locations)</b>														
<b>PREVIOUS ENTRY</b> SR46606	P-7	<b>Region 4 FASTER Safety Pool</b>	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	1,900	-	3,350	2,000	-	7,250
		For the most current project funding information, please see CDOT's STIP at			Local	Local	-	-	-	-	-	-	-	-
					Total		1,000	-	1,900	-	3,350	2,000	-	7,250
Pool Projects: SR46606.073 SR46606.083 SR46606.089 SR46606.070 SR46606.070	-	<b>I-25: Fort Collins North Cable Rail</b> <b>SH-60 and WCR-40 Intersection</b> <b>College &amp; Troutman Signal Upgrades</b> <b>Intersection Safety Improvements Pool</b> <b>US 287 and Foothills Parkway</b>	CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4			Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.														
<b>REVISED ENTRY</b> SR46606	P-7	<b>Region 4 FASTER Safety Pool</b>	CDOT Region 4	FASTER Safety	State	FASTER Safety	1,000	-	1,900	-	3,350	3,500	-	8,750
		For the most current project funding information, please see CDOT's STIP at			Local	Local	-	-	-	-	-	-	-	-
					Total		1,000	-	1,900	-	3,350	3,500	-	8,750
Pool Projects: SR46606.073 SR46606.083 SR46606.089 SR46606.070 SR46606.070 SR46666.060	-	<b>I-25: Fort Collins North Cable Rail</b> <b>SH-60 and WCR-40 Intersection</b> <b>College &amp; Troutman Signal Upgrades</b> <b>Intersection Safety Improvements Pool</b> <b>US 287 and Foothills Parkway</b> <b>US287 (College Ave) &amp; Trilby Rd</b>	CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4 CDOT Region 4 City of Fort Collins			Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Safety Improvement Project Description: Turn Lanes								
Pool Description: Summary of CDOT Region 4 FASTER Safety Project Programming in the North Front Range region.														
Reason: Adding new pool project SR46666.060 with \$1,500K of State funding in FY21.														
<b>NFRMPO Transportation Alternatives (TA)</b>														
<b>PREVIOUS ENTRY</b> SNF5095.002	2017-001	<b>Great Western Trail</b>	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	300	415	250	-	-	-	-	665
					Local	Local	75	-	166	-	-	-	-	166
					Local Overmatch	Local Overmatch	-	-	270	-	-	-	-	270
					Total		375	415	686	-	-	-	-	1,101
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
<b>REVISED ENTRY</b> SNF5095.002	2017-001	<b>Great Western Trail</b>	Windsor Severance Eaton	Bike/Ped Facility	Federal	Transportation Alternatives Program - NFR	157	558	250	-	-	-	-	808
					Local	Local	39	36	166	-	-	-	-	202
					Local Overmatch	Local Overmatch	-	-	270	-	-	-	-	270
					Total		196	594	686	-	-	-	-	1,280
Project Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Railroad right-of-way.														
Reason: Roll forward previous year (\$143K Federal/\$36K Local) funding to FY19.														
<b>Surface Transportation Block Grant (STBG)</b>														
<b>PREVIOUS ENTRY</b> SNF57020.017	2018-003	<b>LCR 17 Expansion</b>	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal	STP Metro	-	-	-	1,866	-	-	-	1,866
					Local	Local	-	-	-	388	-	-	-	388
					Total		-	-	-	2,254	-	-	-	2,254
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
<b>REVISED ENTRY</b> SNF47020.017	2018-003	<b>LCR 17 Expansion</b>	Larimer County Berthoud	Added Capacity Bike/Ped Facility	Federal	STP Metro	-	-	-	1,866	-	-	-	1,866
					Local	Local	-	-	-	388	-	-	-	388
					Local	Local Overmatch	-	-	-	-	1,894	-	-	1,894
					Total		-	-	-	2,254	-	-	-	2,254
Project Description: Widen the 2 mile section from 2 lane facility to 3 lane section with 6 foot shoulders/bicycle lanes.														
Reason: Adding \$1,894K of Local Overmatch funding for FY20. Update to correct STIP ID.														

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

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

**Administrative Modification #2019-M12**

Prepared by: AnnaRose Cunningham

DATE: 12/9/2019

Submitted to: CDOT

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands								
							Previous Funding	FY 19 Rolled Funding	FY 19	FY 20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL	
<b>Safety</b>															
<b>PREVIOUS ENTRY</b> SR46666	P-20	<b>Region 4 Hazard Elimination Pool (HSIP)</b>	CDOT Region 4 Various Below	Safety	Federal Local	Surface Transportation Program - HSIP Local	3,630 750	2,557 504	690 43	- -	770 86	2,245 249	- -	<b>6,262</b> <b>882</b>	
For the most current project funding information, please see CDOT's STIP at							<u>Local Overmatch</u>	<u>Local Overmatch</u>	-	-	-	-	-	-	
							<b>Total</b>	<b>4,380</b>	<b>3,061</b>	<b>733</b>	<b>-</b>	<b>856</b>	<b>2,494</b>	<b>-</b>	<b>7,144</b>
Pool Projects:															
SR45218.174	-	US85 Resurf & SH392 Intersection	CDOT Region 4			Project Description: Safety Improvements									
SR46666.053	-	US287 & Orchards Shopping Center	City of Loveland			Project Description: Safety Improvements									
SR46666.059	-	Loveland Left Turn Signals Various	City of Loveland			Project Description: Various Left Turn Signals									
SR46666.060	-	US287 (College Ave) & Trilby Rd	City of Fort Collins			Project Description: Turn Lanes									
SR46666.062	-	SH1 & CR54 Intersection Improvements	Larimer County			Project Description: New Signals									
SR46666.070	-	Intersection Prioritization Study PH II	CDOT Region 4			Project Description: Safety Improvement Study									
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.															
<b>REVISED ENTRY</b> SR46666	P-20	<b>Region 4 Hazard Elimination Pool (HSIP)</b>	CDOT Region 4 Various Below	Safety	Federal Local	Surface Transportation Program - HSIP Local	3,630 750	2,557 504	690 43	- -	270 86	2,745 249	- -	<b>6,262</b> <b>882</b>	
For the most current project funding information, please see CDOT's STIP at							<u>Local Overmatch</u>	<u>Local Overmatch</u>	-	-	-	-	-	-	
							<b>Total</b>	<b>4,380</b>	<b>3,061</b>	<b>733</b>	<b>-</b>	<b>356</b>	<b>2,994</b>	<b>-</b>	<b>7,144</b>
Pool Projects:															
SR45218.174	-	US85 Resurf & SH392 Intersection	CDOT Region 4			Project Description: Safety Improvements									
SR46666.053	-	US287 & Orchards Shopping Center	City of Loveland			Project Description: Safety Improvements									
SR46666.059	-	Loveland Left Turn Signals Various	City of Loveland			Project Description: Various Left Turn Signals									
SR46666.060	-	US287 (College Ave) & Trilby Rd	City of Fort Collins			Project Description: Turn Lanes									
SR46666.062	-	SH1 & CR54 Intersection Improvements	Larimer County			Project Description: New Signals									
SR46666.070	-	Intersection Prioritization Study PH II	CDOT Region 4			Project Description: Safety Improvement Study									
Pool Description: Summary of CDOT Region 4 Hazard Elimination Pool Programming in the North Front Range region.															
Reason: Rolling \$500K of Federal from FY20 to FY21 for pool project SR4666.060.															



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 9, 2020	Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision **CONSENT**	Dave Klockeman City of Loveland
<b>Objective/Request Action</b>		
Approve the requested scope change to the 2016 Loveland CNG Fast Fill Station CMAQ Grant.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>CNG Fast Fill Station CMAQ Grant from 2016 Call For Projects initially awarded to Larimer County was transferred to Loveland. The initial application included two (2) locations, one in Fort Collins and one in Loveland at the CDOT Loveland Residency on SH402. Fort Collins has constructed a shared use CNG station using separate funds. Loveland is proposing to build a CNG station at the City of Loveland Service Center / Public Works Building at 1<sup>st</sup> St and Wilson Ave. Station costs are higher than previously anticipated, and the project needs to use all of the grant funding. Construction in 2020 would align with the Loveland project to replace fuel farm. In addition, the City has completed an alternate fuel study and identified additional future CNG fueled vehicles.</p> <ul style="list-style-type: none"> <li>• Current project scope: Build two (2) fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling</li> <li>• Proposed project scope: Build one (1) fast fill fueling station to accommodate County and municipal fleet needs for CNG fueling.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>• At their meeting on November 20, the Technical Advisory Committee (TAC) discussed the scope revision. At their December 18 meeting TAC recommended Planning Council approve the Scope Change.</li> <li>• Planning Council discussed this item at their December 5, 2019 meeting.</li> </ul>		
<b>Supporting Information</b>		
<p>In 2017, the City of Loveland Fleet Management Division retained the services of consultant WIH Resource Group to provide a cost-benefit analysis for how best to convert substantial segments of the City's fleet of 750 vehicles/equipment to cleaner, more cost-effective alternative fuels/power. <i>WIH Resource Group placed a significant emphasis on the potential benefits of converting most of the City's heavy-duty truck and bus fleets from diesel fuel to CNG fuel, as older vehicles are retired.</i></p>		
<p>WIH Resource Group also made other specific recommendations for converting light/medium duty gas and diesel vehicles to gas-electric hybrids, plug-in electrics, and cleaner bio-diesel fuel blends. The results of their work is included in the "Study for Alternative Fuels/Alternative Power – Final Report" prepared for the City.</p>		
<p>Also during this 2017-18 timeline, Loveland staff participated in a regional CNG Coalition Group led by Larimer County, along with the City of Fort Collins, Colorado State University, CDOT Region 4, Thompson School District and Poudre School District. Larimer County received a Congestion Mitigation Air Quality (CMAQ) grant award for the construction of two CNG fueling stations – one in the Fort Collins area and one in the Loveland area. After considering different locations within the Loveland area, the group determined that the City of Loveland's Municipal Service Center was the most viable location for a south county, shared fueling station. Larimer County then transferred its CNG grant award of \$828,000 to the City of Loveland. In this same timeframe, the Fort Collins constructed a new CNG station on East Vine Drive, with an offer to allow Larimer County and CDOT to fuel their CNG vehicles there also. Larimer County has utilized this location for fueling their Road and Bridge Department vehicles located at their nearby facility.</p>		



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

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

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

#### **Advantages**

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

#### **Disadvantages**

None.

#### **Analysis/Recommendation**

TAC recommends Planning Council approve the requested project scope change.

#### **Attachments**

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

Rev. 11/28/2018

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

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

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

Method: EPA Diesel Emissions Quantifier

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

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

Method: 2018 AFLEET

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

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

Method: 2018 AFLEET

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

**Table 4. 2016 Call for Projects CMAQ Awards and Original Emissions Benefits**

Project Sponsor	Project Name	Rank	Request	Award	Unfunded	NOx Reduction in KG per Day	VOC Reduction in KG per Day	NOx Cost per KG Reduced Years 1-5	VOC Cost per KG Reduced Years 1-5
Greeley	Central System and Controller Replacement	1	\$430,500	\$430,500	\$0	2,374	4,823	<\$1	<\$1
Loveland	Traffic Signal Progression Improvements—US34	2	\$640,000	\$640,000	\$0	11	23	\$62	\$29
Larimer County	CNG Fast Fill Stations	3	\$827,900	\$827,900	\$0	281	74	\$4	\$21
Weld County	Weld County CNG Vehicles	4	\$3,176,400	\$2,200,000	\$976,400	52	52	\$83	\$83
Greeley	Greeley Evans Transit Diesel Bus Replacement	5	\$3,027,834	\$1,513,000	\$1,514,834	21	21	\$116	\$116
Loveland	COLT Diesel Bus Replacement	6	\$768,000	\$384,000	\$384,000	3	3	\$184	\$184
Loveland	Loveland Diesel Fleet Replacement	7	\$663,600	\$384,000	\$279,600	4	4	\$160	\$160
Fort Collins	Transfort CNG Buses	8	\$3,360,000	\$1,900,000	\$1,460,000	6	6	\$484	\$484
Johnstown	Johnstown EV Charging Station*	9	\$28,400	\$0	\$28,400	3	3	\$8	\$8
Fort Collins	Power Trail and Harmony Crossing: Intersection Improvement/Bike and Pedestrian**	10	\$1,872,933	\$0	\$1,872,933	<1	<1	\$21,616	\$53,872
<b>Total</b>			<b>\$14,795,567</b>	<b>\$8,279,400</b>	<b>\$6,516,167</b>	-	-	-	-

*\*Scoring committee recommended applicant apply for the Charge Ahead Colorado Call.*

*\*\*Project received funding from the Region 4 Transportation Alternatives Program (TAP).*





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# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 9, 2020 Berthoud	FY2019 Transportation Improvement Program (TIP) Project Delay Review <b>**CONSENT**</b>	Becky Karasko
<b>Objective/Request Action</b>		
To approve a second and third one-year extension for TIP projects with a second and third delay.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Three projects awarded through NFRMPO Calls for Projects and initially programmed in FY2019 or earlier are delayed for the second or third time. Sponsors of two of the projects are requesting an extension through June 30, 2020:               <ul style="list-style-type: none"> <li>◦ Loveland - <i>US 287 &amp; US 34 VMS Signs</i> project with \$497K in federal funding.</li> <li>◦ Larimer County and Berthoud - <i>LCR 17 Expansion</i> project with \$1,866K in federal funding.</li> </ul> </li> <li>• Sponsors of both projects anticipate meeting an advertisement deadline of June 30, 2020.</li> <li>• The sponsor of the third project with a delay, Weld County, is not requesting an extension for their CNG Vehicle project. The County plans to return the unobligated federal funding to the CMAQ pool due to the suspension of the Buy America waiver program.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>• TAC discussed the FY2019 TIP Project Delay Review at their November 20, 2019 meeting and recommended Planning Council approval of the request at their December 18, 2019 meeting.</li> <li>• This was a Discussion item at the December 5, 2019 Planning Council meeting.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• The TIP Project Delay Procedure is identified in the FY2019-2022 Transportation Improvement Program (TIP). "Delay" is defined as:               <ul style="list-style-type: none"> <li>◦ when a construction-related project is not advertised during the fiscal year assigned in the TIP; or</li> <li>◦ when a non-construction project or program is not issued a "Notice to Proceed" (NTP) during the fiscal year programmed in the TIP.</li> </ul> </li> <li>• The first time a project is delayed, the TIP Project Delay Procedure allows TAC to recommend a one-year extension if CDOT can guarantee the funds in the next fiscal year.</li> <li>• If a project requires a second extension, TAC may either:               <ol style="list-style-type: none"> <li>(1) recommend Planning Council issue a second extension, or</li> <li>(2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project partially funded in the 2014 Call for Projects for FY2016-2019.</li> </ol> </li> <li>• According to the TIP, second extensions are intended for projects with extenuating circumstances that exist outside the project sponsor's control preventing the project from moving forward.</li> </ul>		
<b>Advantages</b>		
<p>The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.</p>		
<b>Disadvantages</b>		
None noted.		
<b>Analysis/Recommendation</b>		
At their December 19, 2019 meeting, TAC recommended Planning Council provide a one-year extension to the two projects with a second and third delay.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• FY2019 Delay Review - TIP Projects Requesting Extensions from Planning Council</li> <li>• <b>Resolution No. 2020-01</b></li> </ul>		

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

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

**RESOLUTION NO. 2020-01**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING ONE-YEAR EXTENSIONS FOR THE FY2019 TIP PROJECT DELAY REVIEW**

**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 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

**WHEREAS**, the FY2019-2022 TIP identifies a procedure for delayed projects to promote the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress; and

**WHEREAS**, the FY2019 TIP Project Delay Review found one project has a second delay and one project has a third delay, including:

- Larimer County/Berthoud’s LCR 17 Expansion project - \$1,866 STBG
- Loveland’s *US 287 & US 34 VMS Signs* project- \$497K CMAQ; and

**WHEREAS**, the delays for the two projects are outside the control of the project sponsors.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the one-year extensions for the two projects.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 9<sup>th</sup> day of January 2020.

ATTEST:

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

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



## MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: January 9, 2020

Re: 2017 Coordinated Public Transit/Human Services Transportation Plan Amendment

### Background

The NFRMPO, through its Mobility Coordination Program, drafts the Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) on behalf of the three transit agencies in the region. The Coordinated Plan is required for projects intending to use Federal Transit Administration (FTA) §5310 funds. The most recent Coordinated Plan was adopted by the NFRMPO Planning Council on December 7, 2017.

The NFRMPO has worked with community partners on the Expansion of the Mobility Program project, which needs to be amended into the 2017 Coordinated Plan. The Amendment was brought to the Planning Council as a Discussion Item at their November 7, 2019 meeting, and was recommended for Planning Council approval by the Larimer County Mobility Committee (LCMC) on November 21, 2019 and by the Weld County Mobility Committee (WCMC) on December 3, 2019.

The Amendment adds in a new goal area for the One Call/One Click Center, which will improve coordination among providers and provide more efficiencies for riders. Additionally, Greeley Evans Transit (GET) and Transfort asked to include local and regional travel trainings, accessible bus stops and amenities, and the continuation of the Dial-a-Taxi program.

### Action

The LCMC and WCMC recommend Planning Council adopt the amended 2017 Coordinated Public Transit/Human Services Transportation Plan.

## Goal #4: Improvements for Larger and Urban Communities

A majority of the regional population lives within the three larger communities of Fort Collins, Loveland, and Greeley. Other communities with fixed-route service include Berthoud, Evans, and Garden City. Within these six communities transit systems exist, but it does not cover the entirety of these jurisdictions. Focus should be put on expanding service and orienting it to destinations where people plan to live, work, and visit.

The NFRMPO Mobility Coordination Program should:

- Maintain relationships with transit agencies and other stakeholders to identify need and support
- Provide technical support to communities interested in expansion of transit service
- Invite organization and agencies to Mobility Committee meetings to ensure consistent outreach and feedback
- Work with local agencies and organizations to identify and apply for potential grants, funding opportunities, and partnerships
- Identify barriers to using existing services, including ADA accessibility, sidewalk connectivity, snow removal, etc.
- Assist with existing travel trainings through promotion, technical support, etc.
- Increase connectivity between existing transit services
- Work with local communities to ensure bus stops and sidewalks are accessible throughout the year, including during the winter season

COLT, GET, and Transfort each have projects and plans underway to improve service. Other projects may be identified through public outreach or transit plans. Potential projects being discussed as of fall 2019 include:

- ADA Eligibility Center for Fort Collins and Loveland to ease barriers for paratransit
- Expansion of paratransit service in the City of Evans beyond ¾-mile
- Expansion of interregional transit between the larger communities, such as the Greeley-Windsor-Fort Collins Regional Route currently under study
- Dial-a-Taxi voucher program
- Upgrading bus stops and stations to meet ADA standards and the purchase of amenities for bus stops and stations that will improve the ability for older adults and individuals with disabilities to access transit. This could include items such as benches to provide seating at stops, shelters to provide protection from the elements, additional lighting to enhance safety, etc.
- Regional and local travel trainings

### *Desired Outcomes*

- Larger communities will maintain and expand transit and paratransit service to benefit residents and visitors, allowing seniors and people with disabilities to travel within and between these communities
- Dense areas of older adults and people with disabilities will be connected to services, medical offices and centers, and social meeting places to ensure quality of life
- Bus stops will be accessible for all users in all weather, including after it snows

## Goal #5: Regional One Call/One Click Center

The Larimer County Office on Aging, the Larimer County Engineering Department, and the Larimer County Senior Transportation Coalition worked on the Larimer County Senior Transportation Needs Assessment throughout 2017. Ten recommendations focused on programmatic, systemic, and educational efforts which could improve mobility for older adults living in rural Larimer County. These 10 recommendations led to an NFRMPO-led Larimer County Senior Transportation Implementation Plan, which recommends a regional One Call/One Click Center serving Larimer County, with expansion into Weld County as funding and support allows.

The One Call/One Click Center should:

- Hire a Mobility Manager to focus on building efficiencies and partnerships, applying for funds, and developing the program
- Provide a one-stop shop for information, referrals, and eventually booking of rides within Larimer and Weld counties
- Collaborate with the Larimer County and Weld County Mobility Committees to ensure communication between regional stakeholders and the program
- Work collaboratively with ride providers

The Mobility Manager should:

- Purchase software to support trip-sharing and behind-the-scenes improvements for small and large transit providers to deliver more rides
- Develop Trip Discovery software application for use by the public
- Invite healthcare professionals into the planning process to ensure communication and inclusion, reducing no-shows and adding capacity
- Identify funding for the long-term operation of the Call Center
- Invite and include riders in the transportation planning process and in the continued operation of the Call Center
- Explore funding options to provide additional rides throughout the region, especially in rural areas

### *Desired Outcomes*

- Urban and rural residents will have additional access to resources to discover transit providers, ride subsidies or funding, and trip planning
- Transit providers will build partnerships and share rides to provide seamless trips across boundaries
- The Call Center will be a regional resource supported by local communities, providers, advocates, riders, and other stakeholders



**RESOLUTION NO. 2020-02  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING THE 2017 COORDINATED PUBLIC TRANSIT/HUMAN SERVICES TRANSPORTATION PLAN  
(COORDINATED PLAN) AMENDMENT**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning (NFRT&AQPC) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperate, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes and supports community development, the local economy, and social goals; and

**WHEREAS**, 49 U.S.C. Chapter 5310 requires each grant recipient of FTA \$5310 funding to adopt a locally developed, coordinated public transit-human services transportation plan; and

**WHEREAS**, the NFRMPO as the MPO is the agency responsible for approving the 2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) for the North Front Range Metropolitan Planning Area; and

**WHEREAS**, the NFRMPO Planning Council adopted the 2017 Coordinated Plan on December 7, 2017; and

**WHEREAS**, the Larimer County Mobility Committee (LCMC) recommended NFRT&AQPC approval of the 2017 Coordinated Plan Amendment on November 21, 2019, and the Weld County Mobility Committee (WCMC) recommended NFRT&AQPC approval of the 2017 Coordinated Plan Amendment on December 3, 2019; and

**NOW, THEREFORE, BE IT RESOLVED**, the NFRT&AQPC hereby amends the 2017 Coordinated Plan by adding in the One Call/One Click Center, travel trainings, accessible bus stops, and the continuation of the Dial-a-Taxi program.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 9<sup>th</sup> day of January 2020.

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

ATTEST:

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

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Suzette Mallette**

**Date: January 9, 2020**

**Re: North Front Range Regional Rail Feasibility Study Funding**

### Background

At the December 5, 2019 Planning Council meeting, Weld County Commissioner Kirkmeyer proposed a regional rail study in the North Front Range region to look at rail connections between and among communities. Typically, studies that cover the full NFRMPO area are funded with MPO Planning funds as part of the annual budget and Unified Planning Work Program (UPWP). Initial estimates on this type of study are approximately \$250,000. The addition of this study would mean an Amendment to the UPWP.

Questions for Council:

**Does Council support and wish to fund a Regional Rail study?**

**If yes, how would Council propose to fund the study?**

Options:

1. Take \$125,000 of the NFRMPO's Multimodal Options Fund (MMOF) off the top and match with other MPO funds, potentially CPG. Local match of 17.21% on the CPG funds distributed across all members is required.  
This will have an impact on the MMOF Call for Projects that was released on December 6, 2019 if implemented as an off the top project.  
Another match option is Fort Collins sales tax funds that come to the NFRMPO for operating the VanGo™ program.
2. Fund the entire study with CPG funds. This is not currently in the 2020 budget or UPWP and funds would need to be reallocated. If done in 2020, would also need to amend the budget and UPWP. Local match of 17.21% would be the entire \$250,000 distributed across all members.
3. Fund the entire study out Fort Collins sales tax funds. There would be no match requirement.

### Action

The NFRMPO staff request Planning Council direction on this proposed study.

## MEMORANDUM

To: NFRMPO Planning Council  
From: Alex Gordon  
Date: January 9, 2020  
Re: Expansion of NFRMPO Mobility Program

### Background

NFRMPO staff discussed the Expansion of the NFRMPO Mobility Program with the NFRMPO Planning Council at both the November and December meetings. Staff discussed the planning efforts, including the [Larimer County Senior Transportation Implementation Plan](#), as well as funding, performance measures, and how the program will fit into the NFRMPO's current responsibilities. Planning Council asked for additional information about performance measures and funding.

- **Attachment 1** identifies a streamlined set of proposed performance measures, including targets for six months, one year, and three years. These performance measures implement the goals and vision statement drafted by the Larimer County Mobility Committee. The targets can be updated with input from the Mobility Committees and/or Planning Council, specifically once the program has baseline data. Deliverables identifying what tasks will be completed within identified timelines were added. Within the first six months and as often as requested by Planning Council, a program evaluation similar to the VanGo™ dashboard can be provided to show progress toward the program.
- **Attachment 2** identifies the proposed budget for three years, including implementation of the program and initiating the Call Center service. With current tasks identified, NFRMPO staff estimates the project will cost \$1.18M over three years. Multimodal Options Funds (MMOF) can be matched with VanGo™ funds, providing upfront funding to initiate the program. Other funding can be used once identified, meaning the Mobility Program could return MMOF funds to the region or use the funds to continue expanding the program.
- **Attachment 3** shows the proposed organizational chart for the program. The chart shows the program responsibilities, not staffing level, for the expanded Mobility Program.

### Action

NFRMPO staff requests Planning Council approve the Expansion of the NFRMPO Mobility Program with \$600,000 in Multimodal Options Fund and \$600,000 in VanGo™ surplus funds.

### Attachments

- 1 – Performance Measurement
- 2 – Budget
- 3 – Organizational Chart



### Attachment 1: Performance Measurement

**Vision statement:** Develop a coordinated system that schedules rides across multiple providers with seamless and accessible options for users.

**Program Goals:**

- 1) **Accessibility** – To improve access to transportation services for older adults and individuals with disabilities
- 2) **Awareness** – To increase awareness of mobility options among new and existing riders
- 3) **Coordination** – To enhance ability of existing providers to provide efficient and coordinated services
- 4) **Sustainability** – To identify funding options, stakeholders and partners, and riders to ensure the longevity of the program.

**Performance Measures and Targets (once program begins):**

Performance Measures		6 Months	1 Year	3 Years
1	Number of rides booked per quarter using Call Center <sup>1</sup>	--	1,000	5,000
2	Percent of unmet ride requests per quarter <sup>2</sup>	--	< 25%	< 15%
3	Number of providers participating <sup>3</sup>	3	5	> 7
4	Percent of agencies or providers benefiting from service (according to annual survey) <sup>4</sup>	66%	80%	100%
5	Percent of customers/clients reporting they are satisfied with survey (annual survey)	80%	85%	95%
6	Number of unique riders using service annually	0	100	1,000
7	Number of transportation providers, human service agencies, riders, and stakeholders actively involved in Mobility Committees	15	20	20

**Notes:**

<sup>1</sup> The number of rides booked using the Call Center will depend on how quickly the NFRMPO completes the RFP process, including procurement of software and technology.

<sup>2</sup> Unmet rides are rides that could not be provided due to a lack of transportation providers in that area. This can only be measured once the call center and/or app have been publicly rolled out.

<sup>3</sup> The number of providers participating will depend on the boundary of the project and how many providers exist. New providers have started and ended in the lifespan of the project.

<sup>4</sup> “Benefited from service“ can be defined using a survey provided through software, the app, and/or through phone calls. Because the program is new, it is expected the customer service satisfaction may not be as high. This will increase as staff is trained, more providers join the service, and riders are more familiar with the program.



### **Deliverables:**

Within six months, the expanded Mobility Program will:

- Hire Mobility Manager
- Hire one to two AmeriCorps VISTA volunteers
- Issue RFP for marketing/branding to create an identity, spread awareness of program
- Issue RFP for trip discovery and trip dispatch software
- Coordinate with Larimer County and Weld County transportation providers to integrate services, including creating common reporting and customer service standards
- Identify and implement internal program measurements to track progress and implementation
- Create program measures to
- Report to Planning Council on progress

Within one year, the expanded Mobility Program will:

- Complete RFP and procurement process, including Implementing trip discovery and trip dispatch software
- Coordinate with Larimer County and Weld County transportation providers and human service agencies to identify gaps, problems, or other issues to address
- Build relationships with healthcare providers and veterans services to coordinate rides
- Promote program through ongoing outreach and partnership building
- Provide rides using Call Center, website, and/or app
- Identify gaps and efficiencies and incorporate findings into program
- Report to Planning Council on first year of progress

Within three years, the expanded Mobility Program will:

- Identify and apply for sustainable funding prior to the expiration of MMOF funds
- Create Regional Coordinating Committee, a combined LCMC and WCMC meeting
- Have standard reporting processes across transportation providers, allowing new providers to more easily join program in the future

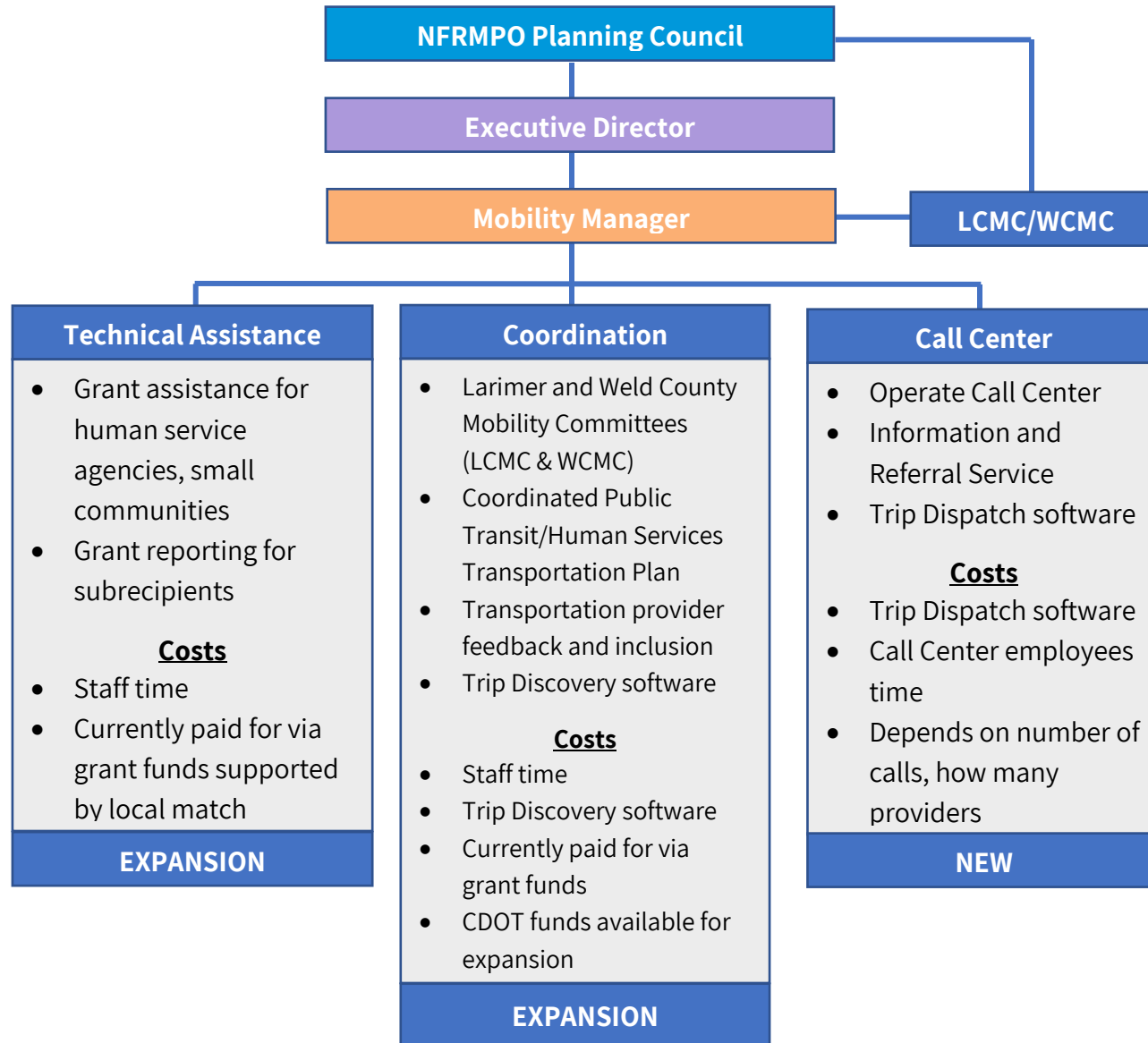




**Attachment 2: Budget**

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

**Attachment 3 - Mobility Management Organizational Chart**





**RESOLUTION NO. 2020-03  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING THE EXPANSION AND FUNDING OF THE MOBILITY PROGRAM**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning (NFRT&AQPC) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperate, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes and supports community development, the local economy, and social goals as stated in 23 CFR §450.300; and

**WHEREAS**, the NFRT&AQPC hired TransitPlus to write a business and finance plan for the creation of a One Call/One Click Center in Larimer County with plans to expand to Weld County, which was completed and presented to the NFRT&AQPC on November 7, 2019 and December 5, 2019; and

**WHEREAS**, the Larimer County Board of County Commissioners adopted the Larimer County Senior Transportation Implementation Plan on November 12, 2019; and

**WHEREAS**, the NFRT&AQPC adopted the 2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) on December 7, 2017 and an amendment on January 9, 2020, which added the One Call/One Click Center project as a goal area; and

**WHEREAS**, the NFRT&AQPC is eligible to apply for and receive up to \$600,000 in Multimodal Options Funds (MMOF) through the agency's Call for Projects to implement a One Call/One Click Center serving Larimer and Weld counties; and

**WHEREAS**, the NFRT&AQPC is authorized to use up to \$600,000 in VanGo™ Vanpool Services surplus funds as local match; and

**NOW, THEREFORE, BE IT RESOLVED**, the NFRT&AQPC hereby expands the Mobility Program of the North Front Range Metropolitan Planning Organization using \$600,000 in MMOF and \$600,000 in local match provided by VanGo™ surplus funds through Fiscal Year (FY) 2023 to implement a One Call/One Click Center.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 9<sup>th</sup> day of January 2020.

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

ATTEST:

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

## MEMORANDUM

To: NFRMPO Planning Council  
From: Suzette Mallette, Executive Director  
Date: January 9, 2020  
Re: Town of Wellington NFRMPO Membership

### Background

The Town of Wellington is requesting to be added as a member to the NFRMPO. This was a discussion item at the NFRMPO Council meeting on November 7<sup>th</sup> 2019. The Town of Wellington believes they are more closely aligned with the City of Fort Collins and the NFRMPO rather than the Upper Front Range (UFR) Transportation Planning Region. The predominant commute pattern is between Fort Collins and Wellington for work as well as other items like shopping, recreation, and medical services.

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

The Town of Wellington is intending to have this item on the March 5, 2020 UFR meeting agenda as the UFR needs to agree that the Town of Wellington can leave through the State of Colorado process. The NFRMPO can support Wellington membership at this meeting, though the application to the State and Governor's office cannot be processed until there is agreement through the UFR.

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

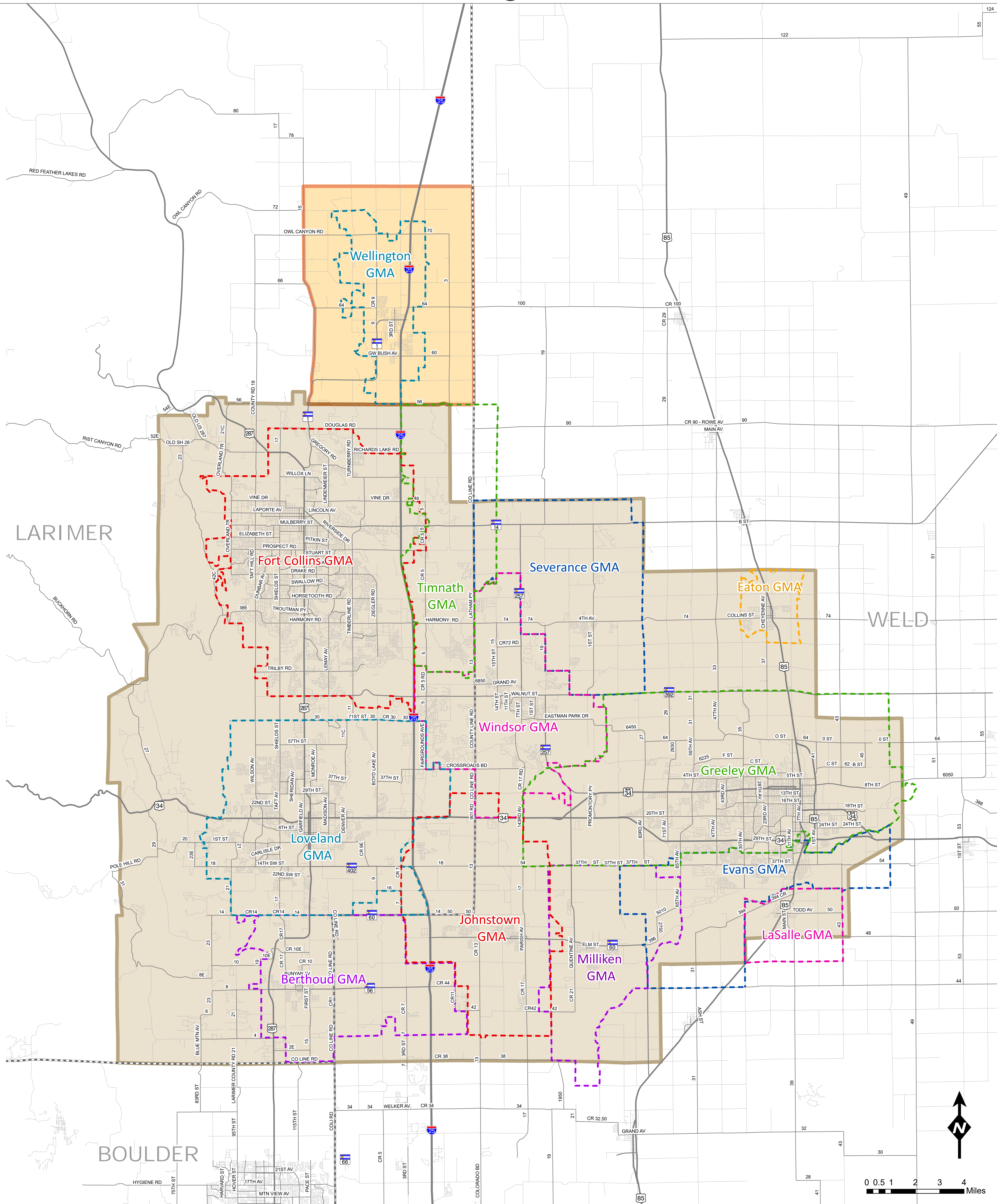
If both the UFR and NFRMPO pass resolutions agreeing to this change, NFRMPO staff will process the necessary paperwork to meet Wellington's request. The request to join the NFRMPO and the boundary revision must be approved by the Governor.

### Action



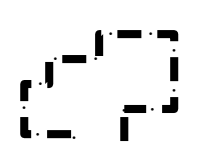
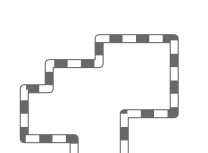




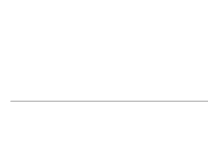
Staff requests Planning Council approve **Resolution 2020 – 03** approving the Town of Wellington as a member of the NFRMPO.



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



## Legend

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

September 2019  
Sources: NFRMPO, Municipalities





RESOLUTION 34-2019

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

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

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

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

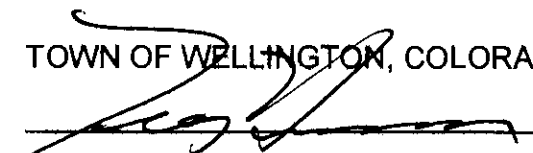
**WHEREAS**, Article IX of the NFR MPO Articles of Association allow amendments to the Articles to include changes to the NFR MPO boundary and inclusion of any general-purpose local government within the area by an affirmative vote of a majority of the representatives present and voting; and

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

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

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

TOWN OF WELLINGTON, COLORADO

  
Troy Hamman, Mayor

ATTEST:



Ed Cannon, Town Administrator/Clerk



North Front Range  
Metropolitan  
Planning  
Organization

**RESOLUTION NO. 2020 - 04  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
TO APPROVE THE ADDITION OF THE TOWN OF WELLINGTON AS A MEMBER TO THE NFRMPO**

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

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

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

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

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

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 9<sup>th</sup> day of January 2020.

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Dave Clark, Chair

ATTEST:

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Suzette Mallette, Executive Director



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 9, 2020 Berthoud	2016-2020 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss supporting the 2016-2020 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2016-2020 time period by February 27, 2020. CDOT set statewide Targets for 2016-2020 for the National Safety Measures in August 2019. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2016-2020 time period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – 618</li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.143</li> <li>• Number of Serious Injuries – 3,271</li> <li>• Rate of Serious Injuries per 100M VMT – 6.075</li> <li>• Number of Non-motorized Fatalities and Serious injuries – 670</li> </ul>		
<b>Committee Discussion</b>		
<p>This is the first time Planning Council is discussing the 2016-2020 Safety Targets.</p> <p>The 2015-2019 safety targets set by CDOT were approved by the NFRMPO Planning Council at their February 7, 2019 meeting and included:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – 644</li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.20</li> <li>• Number of Serious Injuries – 2,909</li> <li>• Rate of Serious Injuries per 100M VMT – 5.575</li> <li>• Number of Non-motorized Fatalities and Serious injuries – 514</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO's Targets for 2016-2020 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2014 Colorado Strategic Highway Safety Plan</i>. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are established for the purposes of national Target setting and are done so with the Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for Target setting.</li> </ul>		
<b>Advantages</b>		
Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO.		
<b>Disadvantages</b>		
The State Safety Targets do not reflect performance specific to the NFRMPO region.		

**Analysis/Recommendation**

Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2016-2020 time period and agreeing to plan and program projects to contribute toward accomplishment of those Targets.

**Attachments**

- Safety Target Presentation

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: January 9, 2020**

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

### Background

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

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

To ensure the NFRMPO's regional priorities are reflected in CDOT's list, the NFRMPO will be prioritizing projects in the region. A list of 56 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, has been compiled from a variety of sources, including: the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members.

A Work Session to prioritize these projects will be held on January 16, 2020. There are two options for prioritizing these projects:

- Score all 56 projects at the Work Session, based on the criteria, or
- Conduct a dot voting exercise to break the projects into Tiers and only score the Tier 1 projects at the Work Session.

### Action

Staff requests Planning Council members review the project prioritization criteria and the procedures for the January 16, 2020 Work Session and provide feedback and approval at the January 9, 2020 meeting.

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Roadway Projects</b>				
I-25	WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	\$325.0 <sup>1</sup>	\$0
	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	\$29.9 <sup>1</sup>	\$0
	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	\$74.0	\$0
	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	\$63.2	\$0
I-25/US34	Interchange at I-25 / US34 and US34/Centerra	Interchanges	\$171.4	\$0
I-25/SH14	Interchange	Interchange reconstruction	\$52.2	\$0
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	\$10.6	\$0
	Rocky Mountain Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	\$19.2	\$4.3
	US34 and 35 <sup>th</sup> Ave	New interchange	\$30.0	\$15.0
	US34 and 47 <sup>th</sup> Ave	New interchange	\$30.0	\$15.0
	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	\$170.0	\$0
	US34 and 83 <sup>rd</sup> Ave	Interchange	\$30.0	\$0
	US34 and 17 <sup>th</sup> Ave	Add a third eastbound lane and a channelized T	\$5.0	\$0
	US34 and Promontory Parkway	SPUI or Interchange	\$33.1	\$0
	US34 and 65 <sup>th</sup> Ave	SPUI or Interchange	\$34.0	\$0
	US34 and 11 <sup>th</sup> Ave	Phase 1 of US34/US85 Interchange Improvements	\$68.0	\$0
	US34 and WCR 17	Interchange	\$27.8	\$0
	Greeley to Loveland	Other improvements identified in the PEL	\$232.8	\$0
US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	\$8.1	\$0
US34/US85	Interchange	Interchange reconfiguration	\$170.0	\$0

<sup>1</sup> Cost within NFRMPO TBD

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Roadway Projects, Continued</b>				
US85	US85 and 22 <sup>nd</sup> St	Texas turnaround	\$19.6	\$0
	US85 and 18 <sup>th</sup> St	Texas turnaround	\$14.6	\$0
	US85 and 16 <sup>th</sup> St	Texas turnaround	\$16.9	\$0
	US85 and 13 <sup>th</sup> St	Texas turnaround	\$16.5	\$0
	US85 and 8 <sup>th</sup> St	Texas turnaround	\$23.5	\$0
	US85 and 5 <sup>th</sup> St	Texas turnaround	\$17.7	\$0
	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	\$10.9	\$0
	WCR46 to WCR78	Other improvements identified in the US85 PEL	\$26.5	\$0
US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	\$19.5	\$0
	SH402 to 1 <sup>st</sup> St	Widen from 4 lanes to 6 lanes	\$17.0	\$0
	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	\$10.5	\$0
	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	\$5.0	\$0
	29 <sup>th</sup> St to LCR30	Widen from 4 lanes to 6 lanes	\$9.1	\$0
	US287 (College Ave) and Drake Rd	Intersection improvements	\$5.9	\$0
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	\$29.7	\$0
	SH14 and WCR23	Intersection improvements	\$2.0	\$0
SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	\$4.0	\$0
	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	\$3.2	\$0
	17 <sup>th</sup> St to Westgate Dr	Widen from 2 lanes to 4 lanes	\$17.7	\$2.5
	I-25 to US287	Widen from 2 lanes to 4 lanes	\$19.1	\$0
<b>Roadway Projects Total</b>			<b>\$1,873.2</b>	<b>\$37</b>

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Transit Projects<sup>2</sup></b>				
I-25, US85, or US287	Front Range Passenger-Rail (within the NFR)	New rail service	TBD <sup>3</sup>	\$0
Various	North Front Range Regional Rail	New rail service	TBD	\$0
US34	Greeley to Fort Morgan	New CDOT Bustang service	\$1.7 / \$1.0	\$0
	Loveland to Estes Park	New CDOT Bustang service	\$1.7 / \$0.7	\$0
	Loveland to Greeley	New bus service (GET Strategic Plan)	\$1.5 / \$1.2	\$0
US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	\$3.2 / \$2.4	\$0
US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	\$4.5 / \$3.0	\$0
	US287 and 37 <sup>th</sup> St	COLT North Transit Center	\$2.9	\$0
<b>Transit Projects Total</b>			<b>\$23.8</b>	<b>\$0</b>

<sup>2</sup> Costs for transit service are presented as initial capital / one-year operating

<sup>3</sup> Cost and alignment TBD following Feasibility Study Completion

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Non-Motorized Projects</b>				
I-25	RNMC #2: Little Thompson River	Trail crossing	\$0	\$0
	RNMC #3: Big Thompson River	Trail underpass	\$0	\$0
	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated crossing	TBD	\$0
	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	TBD	\$0
US34	RNMC #11: US34 Non-motorized from 65 <sup>th</sup> Ave to 95 <sup>th</sup> Ave	Trail construction	\$2.80	\$0
	RNMC #11: US34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave	Trail construction	\$0.75	\$0.75
	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95 <sup>th</sup> Avenue to Ashcroft Draw	Trail construction and crossing	TBD	\$0
US85	RNMC #6: Poudre River Trail	Trail underpass	TBD	\$0
SH392	RNMC #9: Johnstown/ Timnath Trail Crossing at County Line Road and SH392	Trail crossing	TBD	\$0
<b>Non-Motorized Projects Total</b>			<b>\$3.6</b>	<b>\$0.75</b>
<b>Project Candidate Total</b>			<b>\$1,900.6</b>	<b>\$37.6</b>



## **NFRMPO REGIONAL 10-YEAR STRATEGIC LIST OF PROJECTS WORK SESSION PROCESS OPTIONS**

### **OPTION 1**

- **Welcome and Instructions/Review of the Process (10 Minutes)**
- **Project Ranking/Prioritization (Groups) (110 Minutes)**
  - The Criteria to prioritize the projects will be reviewed to remind participants of the criteria discussed and agreed to at the January 9<sup>th</sup> Planning Council meeting. **The time allotted for this will be 10 minutes.**
  - The scoring matrix will be presented, and sheets will be passed out to each table to allow each group to score and rank all 56 projects from a regional perspective. **The groups will be given 90 minutes.**
  - Once each table has completed their scoring, a member from the table will provide the scores to the facilitators. The facilitators will input the scores into a master spreadsheet to be averaged. **Staff will be given 10 minutes to input scores.**
- **Project Ranking/Prioritization (Full Council) (45 Minutes)**
  - The master spreadsheet with the averaged scores from all members in the room will be presented. **Time allotted for this will be 10 minutes.**
  - The members in the room must come to a consensus on the prioritization order. **The time allotted for this will be 35 minutes.**
- **Closing Remarks/Finalization (10 Minutes)**

## OPTION 2

- **Welcome and Instructions/Review of the Process (10 Minutes)**
- **Dot Voting Exercise (20 Minutes)**
  - All 56 of the projects submitted and included on the list to-date in three categories will be printed out and taped on the wall. **(See Table on Page 3)**
  - There will be two rounds of voting:
    - 1) In the first round, each community will be given eight (8) dots: six for Roadway projects and one each for Transit and Non-Motorized projects. **The time allotted for voting will be 10 minutes.**
    - 2) In the second round only those projects which received at least one dot will be voted on. This round, each community will have four (4) dots: two for Roadway and one each for Transit and Non-Motorized projects. **The time allotted for voting will be 10 minutes.**
  - The projects with dots from the second round will be the projects prioritized by Council using the identified criteria. These projects will be the Tier 1 projects.
  - Projects that received dots in the first round, but not the second round will be Tier 2. These projects will be prioritized at a later date.
  - All projects without dots will be Tier 3 and will not be prioritized.
- **Project Ranking/Prioritization (Groups) (80 Minutes)**
  - The projects with dots from the second round will be transcribed into a spreadsheet on the screen.
  - The Criteria to prioritize the projects will be reviewed to remind participants of the criteria discussed and agreed to at the January 9<sup>th</sup> Planning Council meeting. **The time allotted for this will be 10 minutes.**
  - The scoring matrix will be presented, and sheets will be passed out to each table to allow each group to score and rank the Tier 1 projects from a regional perspective. **The groups will be given 60 minutes.**
  - Once each table has completed their scoring, a member from the table will provide the scores to the facilitators. The facilitators will input the scores into a master spreadsheet to be averaged. **The time allotted for this will be 10 minutes.**
- **Project Ranking/Prioritization (Full Council) (45 Minutes)**
  - The master spreadsheet with the averaged scores for the Tier 1 projects from all members in the room will be presented.
  - The members in the room must come to a consensus on the prioritization order of the Tier 1 list. **The time allotted for this will be 45 minutes.**
- **Closing Remarks/Finalization (10 Minutes)**

*\*The printouts on the wall will have the following information, with the Round 1, Round 2, and Tier columns blank (project voting shown in the table below is solely for illustrative purposes only):*

Corridor	Project Description	Improvement Type	Round 1	Round 2	Tier
I-25	WCR 38 to SH56	Add tolled express lane in each direction and interchange reconstructions	X (at least one dot)	X (at least one dot)	Tier 1
US85	US85 and O Street	Closure; new frontage road; realign N 11 <sup>th</sup> Avenue connection to WCR 66	X (at least one dot)	0 dots	Tier 2
SH392	I-25 to US287	Widen from 2 to 4 lanes	0 dots	N/A	Tier 3

# 10-Year Strategic Pipeline of Projects







NFRMPO Planning Council



North Front Range  
Metropolitan  
Planning  
Organization

January 9, 2020

1

 <h2>TC Criteria</h2>					
 <b>Safety</b>	 <b>Mobility</b>	<b>Economic Vitality</b> 	<b>Asset Management</b> 	 <b>Strategic Nature</b>	<b>Regional Priority</b>
<b>Potential Criteria</b> Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	<b>Potential Criteria</b> Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	<b>Potential Criteria</b> Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	<b>Potential Criteria</b> Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	<b>Potential Criteria</b> Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	<b>Potential Criteria</b> Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits	Economic Impacts Statewide Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these? Regional flexibility / related smaller scale projects

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TC Criteria:  
Safety

**Safety**

**Potential Criteria**

Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

**TC Guiding Principle**

Safety

- **TC Definition:**
  - **Known safety issue(s)**
  - **Level of Safety Service (LOSS) of 3 or 4**
- **NFRMPO Definition:**
  - **Use TC definition**

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TC Criteria:  
Mobility

**Mobility**

**Potential Criteria**

Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

**TC Guiding Principle**

**Mobility**

Programs and projects leveraging new technology development

**Integrated System Impacts and Benefits**

- **TC Definition:**
  - **Mobility Benefits include congestion reduction, improved reliability, new or improved connections, elimination of gaps or continuity issues, new or improved multimodal facilities, improved efficiency.**
- **NFRMPO Definition:**
  - **Use TC definition**

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TC Criteria:  
Economic Vitality

**Economic Vitality**

**Potential Criteria**

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

*TC Guiding Principle*

Economic Impacts  
Statewide Equity

- **TC Definition:**
  - The extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job or other significant activity centers.
- **NFRMPO Definition:**
  - Same as TC's

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TC Criteria:  
Asset Management

**Asset Management**

**Potential Criteria**

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

*TC Guiding Principle*

Asset Management / Preservation Benefits  
Impact of Asset Management decision on asset life and function

- **TC Definition:**
  - **Asset Management:**
    - Asset life
    - Improving Low Drivability Life pavement
    - Structures rated poor
- **NFRMPO Definition:**
  - Same (These are similar to the Federal Performance Measures)

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TC Criteria:  
Strategic Nature

**Strategic Nature**

**Potential Criteria**  
 Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

**TC Guiding Principle**

Financial Leverage, Financial innovation, and Partnerships  
  
 Short term projects vs. Accommodating Long-Term Projects trends  
  
 How does the system look in 30 years and how does this project fit in?

- **TC Definition:**
  - Strategic Nature of the project, regional or statewide significant, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.
- **NFRMPO Definition:**
  - Should we use the TC definition?

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TC Criteria:  
Regional Priority

**Regional Priority**

**Potential Criteria**  
 Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

**TC Guiding Principle**

Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?  
  
 Regional flexibility / related smaller scale projects

- **TC Definition:**
  - Priority with the CDOT Region based on planning partner input, including priorities expressed in RTPs.
- **NFRMPO Definition:**
  - Projects on the six Planning Council approved corridors:
 

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

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## Additional Criteria



- **Readiness**
  - Local funding availability/commitment
  - Funding package readiness
  - Environmental studies items identified and are able to be mitigated?
  - ROW required/acquired?
- **Others?**



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## Scoring



Criteria	Maximum Score
Safety	25
Mobility	20
Economic Vitality	10
Asset Management	10
Strategic Nature	15
Regional Priority	10
Project Readiness	10
<b>TOTAL</b>	<b>100</b>

10

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## January 16<sup>th</sup> Workshop



- **Work Session Process**
- **Two Options**
  - 1) **Score all 56 projects individually at the Work Session**
  - 2) **Dot Voting and Project Tiering, only scoring Tier 1 projects**

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## Questions?



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## **STAC Summary – December 6, 2019**

- 1) **Welcome & Introductions – Vince Rogalski, STAC Chair**
  - a) STIP has been released for review. All comments need to be received by next Friday.
  - b) October STAC Minutes approved with one correction to the Central Front Range TPR report.
- 2) **CDOT Update and Current Events-Herman Stockinger, CDOT Deputy Director**
  - a) Presentation: Record snowfall requiring a record maintenance deployments.
    - i) TC has approved the SB 267 project list with 78%/22% split between urban/rural non-interstate project types. The projects meet TC's guiding principles framework with 92% of projects having LOSS of 3 or 4, 78% of projects having mobility benefits, 87% of investment contributing to economic vitality, and 57% of the investment having an element of asset management.
    - ii) NHFP: TC approved the NHFP list of projects. Projects selected had to meet 3 criteria of contributing to Whole System Whole Safety, the Colorado Freight Plan, and having FAC support. The program entails a total investment of \$32,811,631 for FY 19 and 20
  - b) STAC Discussion: N/A
- 3) **Transportation Commission Report – Vince Rogalski, STAC Chair**
  - a) Transportation Commission:
    - i) SB 267 list of highway projects was approved without changes.
    - ii) Chain Law/Traction Law: looking at changes to reconcile conflicts between the two laws
  - b) STAC Discussion: N/A
- 4) **TPR and Federal Partner Reports – TPR Representatives and FHWA Representatives**
- 5) **Federal and State Legislative Report- Herman Stockinger & Andy Karsian, CDOT, OPR**
  - a) Presentation:
    - i) Federal:(1) Continuing resolution was passed, and rescission was removed  
(2) Delayed legislation: Impeachment and upcoming 2020 election cycle will likely cause backlogs to legislation  
(3) Reauthorization: A bill was introduced in the Senate in July that would increase baseline numbers by 27%, but it is stuck in committee.  
(4) INFRA Grants: Preparing for a call for projects on December 16, 2019 with a focus on freight projects
    - ii) State: TLRC: Discussed following topics to bring to the Legislature in the upcoming session
      - (a) Hazmat and OSOW permitting: Will look at moving all permitting from POE to CDOT
      - (b) Scenic Byways: will talk about adding donations for scenic byway program
      - (c) Rail: talking about enabling legislation to create rail districts at the local level
      - (d) Distracted driving: will discuss a bill to require hands free driving
      - (e) DUI Enforcement: Looking to replace the funding for DUI enforcement
      - (f) Road usage charge bill: Based on the SB 239 study looking at a charge for commercial vehicles relying on internal combustion engine.
      - (g) Gas tax: Will discuss imposing a fee through legislation vs. an indexed tax on ballot.
  - b) STAC Discussion: STAC representatives suggested several candidate projects for INFRA grant funding and discussed the merit of putting INFRA grants toward build-ready projects to free up state dollars for projects that have a harder time meeting federal requirements. In response to a request for a HAZMAT/EJMT study update, staff indicated that they will meet with stakeholders to finalize the scope in January.
- 6) **New Funding Discussion- David Krutsinger, Division of Transit and Rail**
  - a) Presentation: Of the SB 267 funds, \$42M will be devoted to transit in year 1, and \$50 M will be devoted to transit the following 2-4 years.
    - i) Project selections consist of a mix of CDOT only (25% of funds), partner projects (50% of funds), and local projects (25% of funds)
    - ii) Projects chosen will distribute transit funds across the entire state with 25% of the projects going to rural portions of the state.

- iii) List of projects was developed based on the Transit Development Program, Intercity and Regional Bus Network Plan, Statewide Transit Plan, Environmental Impact Statements, State Freight and Passenger Rail Plan, and input from STAC representatives and stakeholders
    - iv) TRAC reviewed the list and unanimously recommended approval. Requesting STAC feedback before TC discussion this month.
  - b) STAC Discussion: STAC members raised concerns regarding the 25 year lifespan requirement for local/capital transit projects (i.e. the purchase of buses) in light of the fact that there is no such requirement for CDOT only projects. Others raised concerns that the practice of giving state funds to short-term capital could lead to a perception of inefficient use of funds. After a brief discussion STAC members voted (with one opposing vote) to recommend approval of the transit list with an amendment to lift the 25 year requirement for local capital projects going forward. As a side matter, STAC members requested the ability to use municipal or subdivision level data vs. county level data to argue for MMOF match relief. Staff agreed that they could use the alternate data to argue their case to TC.
- 7) **CDOT Budget Update (Informational Update) – Jeffrey Sudmeier, CDOT Chief Financial Officer**
  - a) Presentation: TC approved the annual draft plan of the budget. It will be submitted by December 15, 2019, but won't be finalized for approval until March of 2020 TC session. The new condensed format aims for greater transparency, efficiency, and legibility.
  - b) STAC Discussion: In response to STAC member concerns with how RPP is being budgeted prior to approval, staff clarified that the budgeted portion of RPP is not dependent on the distribution formula.
- 8) **Statewide Plan Update- Rebecca White, Division of Transportation Development**
  - a) **Presentation**: Drafts of each TPR/MPO project list are due by December with TPR Chair and RTD meeting scheduled for December and January.
    - i) Year 5-10 Fiscal Constraint: TC has determined that we should assume \$500M per year (total \$3B) for years 5-10 of the 10 year pipeline of projects. This will be distributed to each region as a planning range based on the historic and current RPP formula.
    - ii) Transit set aside target: TC decided each region will devote approximately 10% off of the top of the planning amount to transit
    - iii) Funding split: TC decided that about 25% of those funds should go to rural non-interstate
  - b) RTP Outline: The outline for the RTP has been developed with a TPR overview, snapshot, data findings, mission statement, goals, corridor needs, and transportation topics (select 2-3) to focus on in further depth in your plan.
  - c) STAC discussion: Brief discussion about what should qualify as transit for the 10% requirement and if the 25% devoted to rural roads could be used for rural interstates. STAC members decided that the 25% rural roads should not be used on rural interstates and staff clarified that the 10% requirement for transit can be viewed as a target.
- 9) **Program Distribution and Formula Programs -Tim Kirby, Division of Transpiration Development**
  - a) Presentation: RPP, FASTER Safety distribution will be discussed at next TC and CMAQ will be discussed in January.
    - i) Because the distribution formulas haven't been decided a planning range was developed for years 5-10 of the 10 year pipeline of projects based on the current and historic RPP formula.
  - b) STAC discussion: STAC debated the merits and drawbacks of RPP distribution formulas, and the concern that it become a benchmark for distributing other program funds.
- 10) **Federal Lands Access Program (FLAP)- Bentley Henderson, Intermountain TPR Chair**
  - a) \$40.8 million in project costs for the 7 of 22 shortlisted projects. Next call for projects FY 21/22
- 11) **Other Business-Vince Rogalksi, STAC Chair**
  - a) Next STAC meeting will be January 10, 2020.
- 12) **Adjourn**