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MPO Planning Council
 Mayor Kevin Ross- Chair
 Town of Eaton
 Commissioner Tom Donnelly- Vice Chair
 Larimer County
 Jennifer Baker
 Town of Berthoud
 Mayor John Morris
 City of Evans
 Mayor Pro-Tem Gerry Horak- Past Chair
 City of Fort Collins, Transfort
 Town of Garden City
 Robb Casseday
 City of Greeley
 Troy Mellon
 Town of Johnstown
 Paula Cochran
 Town of LaSalle
 Joan Shaffer
 City of Loveland
 Mayor Pro-Tem Linda Measner
 Town of Milliken
 Mayor Don Brookshire
 Town of Severance
 Paul Steinway
 Town of Timnath
 Commissioner Sean Conway
 Weld County
 Mayor Kristie Melendez
 Town of Windsor
 Chris Colclasure
 CDPHE- Air Pollution Control Division
 Kathy Gilliland
 Transportation Commission

MPO Staff
 Terri Blackmore
 Executive Director
 Becky Karasko
 Regional Transportation Planning
 Director
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance and Operations Manager

Next Council Meeting
August, 2017
Johnstown Community Center
101 Charlotte Street
Johnstown, CO

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
MEETING AGENDA
July 6, 2017

Severance Town Hall
 3 S Timber Ridge Parkway
 Severance, CO

Council Dinner 5:30 p.m.
MPO Council Meeting - 6:00 to 8:30 p.m.

Pledge of Allegiance

2-Minute Public Comment (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-June 1, 2017 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

- | | | |
|---|------------------|--------|
| 3. Air Pollution Control Division Report (Pg. 15) | Chris Colclasure | 30 min |
| 4. Regional Air Quality Council (Pg. 16) | (Written Report) | |

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---------------------------------------|------------------|-------|
| 5. Executive Director Report (Pg. 17) | Terri Blackmore | 5 min |
| 6. Report of the Chair | Kevin Ross | 5 min |
| 7. TAC (Pg. 19) | (Written Report) | |
| 8. Mobility (Pg. 20) | (Written Report) | |

ACTION ITEMS:

- | | | |
|--|-----------------|-------|
| 9. FY 2018-2021 TIP Readoption (Pg. 22) | Becky Karasko | 5 min |
| 10. Transit Benefit Letter of Support (Pg. 24) | Terri Blackmore | 5 min |

COUNCIL REPORTS:

15 min

Transportation Commission	Kathy Gilliland
CDOT Region 4	Johnny Olson
I-25 Update	Gerry Horak
US 34 Coalition (Pg. 27)	(Written Report)
STAC	(Written Report)
Host Council Member Report	Don Brookshire
Other Council Member Reports	Council Members

MEETING WRAP-UP:

5 min

Next Month's Agenda Topic Suggestions

EXECUTIVE SESSION:

The Council agenda will include an executive session pursuant to section 24-6-402(4)(f) of the Colorado Revised Statutes for discussion of a personnel matter involving the MPO's Executive Director and feedback regarding the executive coaching program as called for under the Fourth Amendment to the Executive Director's Employment Agreement. The Executive Director has been notified of this item on the agenda and that the matter may be the subject of an executive session, and she has not requested an open meeting.

60 min

EXECUTIVE SESSION ACTION:

- | | |
|---------------------------------------|------------|
| 11. Professional Development Funding | Kevin Ross |
| 12. Professional Development Contract | Kevin Ross |



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)

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

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

NFRMPO Council Meeting

Severance Town Hall -- 3 S Timber Ridge Pkwy

4th Ave (Weld CR 74)
& Timber Ridge Pkwy

4th St

Severance

WCR 23

WCR 74

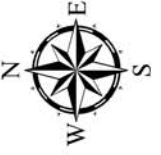
257

Harmony Rd

WCR 15

Windsor

392



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

**June 1, 2017
Weld County Admin Building
1150 O Street
Greeley, CO**

Voting Members

Present

Kevin Ross- Vice Chair -Eaton
Jennifer Baker -Berthoud
John Morris -Evans
Gerry Horak -Fort Collins
Robb Casseday -Greeley
Troy Mellon -Johnstown
Tom Donnelly -Larimer County
Paula Cochran -LaSalle
Dave Clark -Loveland
Linda Measner -Milliken
Don Brookshire -Severance
Sean Conway -Weld County
Kristie Melendez -Windsor
Kathy Gilliland -Transportation
Commission

Absent

Chris Colclasure -CDPHE
Paul Steinway -Timnath
*No member -Garden City

MPO Staff:

Terri Blackmore, Executive Director; Renae Steffen, Administrative Director; Becky Karasko, Regional Transportation Planning Director; Crystal Hedberg, Operations and Finance Manager; Ryan Dusil, Medora Kealy and Sarah Martin, Transportation Planners.

In Attendance:

Chris Akers, Dawn Anderson, Eric Bracke, Julie Cozad, Jim Eussen, Joel Hemesath, Myron Hora, Wayne Howard, Will Jones, Dave Klockeman, Janet Lundquist, Johnny Olson, Robin Stoneman, Suzette Mallette, Mitch Nelson, Karen Schneiders, Keith Sheaffer.

Chair Ross called the MPO Council meeting to order at 6:02 p.m.

PUBLIC COMMENT:

There was no comment.

APPROVAL OF THE MEETING AGENDA:

*CONWAY **MOVED** TO APPROVE THE JUNE 1, 2017 MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

APPROVAL OF THE MINUTES:

*MELLON **MOVED** TO APPROVE THE MAY 4, 2017 MEETING MINUTES. The motion was **seconded** and **passed** unanimously.*

Lead Planning Agency for Air Quality Agenda

Chair Ross opened the Air Quality portion of the meeting.

Air Pollution Control Division

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Ross opened the MPO portion of the meeting.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, stated she had provided the June 2017 Director's Report in the packet and commented communities would be contacted in the near future regarding the Rocky Mountain Railroad Xpress (RMRX) – Denver Rail Bypass. She asked Becky Karasko, Regional Transportation Planning Director, to introduce their new planner. Karasko introduced Sarah Martin, who started May 22nd, indicating she would be focusing on public involvement, assisting with the Transportation Improvement Plan (TIP), and eventually the MPO newsletter.

Report of the Chair:

Chair Ross stated the Executive Coaching & Team Training Program Overview for Terri B., MPO Staff & Executive Team and the associated proposal from The Center for Sustainable Strategies had been emailed to the Council on May 31st for their review, noting this program was related to the coaching aspect in the Executive Director's newest contract amendment approved in January. He stated both Blackmore and the Executive Committee met separately with Christina Haxton to discuss the program and her approach. The Executive Committee views the program as an investment in the MPO that would bring the Executive Committee, Executive Director and staff together in harmony, working in one direction and optimize the organization overall. The 12-month plus program offers several areas of focus and costs \$62,975. The full program can be paid for using local match funds from the MPO general fund reserves, halting the growth of these funds by two years, but not hurting the ability to build the desired funds, as set forth by the Finance Committee, and keeping the MPO healthy and solid. He cited the program as being a benefit for continued progress in the region and recommended approval of the full program by Council, indicating the item was up for action later in the meeting.

Finance:

Donnelly briefly reviewed the May 12, 2017 Finance Committee Report bullet points and minutes with the Council. Blackmore confirmed Council concerns regarding contract language and possible liability if the MPO acts as the fiduciary for the NoCo Bike Ped Collaborative liability would be addressed before finalizing an agreement.

TAC:

A written report was provided.

CONSENT ITEM:

2040 RTP Amendment #2

*MORRIS **MOVED** TO APPROVE RESOLUTION NO.2017-12 ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT #2. The motion was **seconded** and **passed** unanimously.*

ACTION ITEMS:

1st Quarter Unaudited Financial Statements

Crystal Hedberg, Operations and Finance Manager, stated graphs and charts, which will be easier to read and understand, had been created for those not as familiar with reading financial reports, as requested earlier in the year and explained how the financial information was identified. Ross thanked Hedberg for her additional effort and providing the Council with user-friendly financial data.

*CONWAY **MOVED** TO ACCEPT THE CY 2017 1ST QUARTER UNAUDITED FINANCIAL STATEMENTS. The motion was **seconded** and **passed** unanimously.*

Loan for MPO Staff Vehicle

Hedberg reviewed information from Resolution 2017-13 explaining Council had not approved a funding source for a new MPO staff vehicle at the May Council meeting. Conway asked if the RFP process included used vehicles as well as new. Blackmore replied staff had researched both new and used vehicles when creating the cost estimate, noting the objective is to get the best vehicle available. She also noted the top priorities for the replacement vehicle include low-miles and good gas mileage. The goal for funding the vehicle through a loan is it can be expensed over a four-year period to the federal government as part of all of the grants, making it useable by all staff, not just staff connected to a specific grant. Morris questioned if the grant was for four years or five. Ross clarified there are five payments made over the course of four years with the first payment commencing in 2017 and the final payment in 2021.

*CLARK **MOVED** TO APPROVE RESOLUTION 2017-13 AUTHORIZING A LOAN FROM THE VANGO ENTERPRISE FUND TO THE NFRMPO. The motion was **seconded** and **passed** unanimously.*

Professional Development Funding-

Ross reiterated the details highlighted in his Report of the Chair and stated Blackmore, the Executive Committee and staff would all be conducting personality testing to determine what how all of the groups work together and assist in determining measurable goals which will be set and reviewed quarterly. The Council engaged in a lengthy debate. The discussion summary was as follows:

Key Points:

- The Professional Development Program from Haxton addresses goals in the 2016 Executive Director's contract amendment.
- The previous coach's services were much less thorough and short-term.
- The previous coach ended her services.
- Blackmore chose Haxton based on her qualifications and seeing her present a training on Growing Millennial workers.
- A comprehensive scope of work was provided to Council at the June 1 meeting.
- Phase 1 of the program was paid for with money which was federally funded and set aside from the previous coach after she ended her services.
- The program is a holistic approach involving the Executive Director, staff and the Executive Committee.
- Although less expensive programs may be available, basing a coaching program solely on price through an RFP process may not provide the essential level of trust and confidence needed to be effective and would require potentially sensitive information be released to multiple providers.

Advantages expressed:

- The program can be 100% financed over two years with existing MPO general fund reserve funds (Currently \$410K) with no risk.
- Results will come from the engagement of those involved.
- The program is an investment in staff which will help increase productivity.

- Haxton has an impressive list of references that can be provided to the Council.
- It is not necessary to contract the full program but it is recommended by Haxton.
- The program offers a less expensive model than failure.
- The program is only an expenditure, not an obligation and can be stopped at any time if not favorable.
- The program should be considered a cost-avoidance and will allow the Executive Committee to spend more time on policy.

Disadvantages expressed:

- The cost is much more than originally discussed and above what would be considered reasonable for the MPO's limited budget.
- Measurable goals may be difficult to identify.
- There are no guarantees of success.
- The current program does not define Council expectations.
- The Council as a whole is not aware of the circumstances leading to the need for this type of program.

Council Requests:

- Establish Council measurable goals for the program.
- Provide a Professional Development Contract at the July 6 Council meeting with language that allows the Council to end services if the program is not considered to be effective.
- Provide regular updates with goal-related measurables to the Executive Committee who will share with Council as appropriate.

*HORAK **MOVED** TO APPROVE AUTHORIZING PAYMENT OF \$5,000 FOR COACHING AS STIPULATED IN THE MONTHLY COLUMN OF THE INVOICE FROM THE CENTER FOR SUSTAINABLE STRATEGIES UNTIL CHRISTINA HAXTON ALONG WITH THE MPO EXECUTIVE COMMITTEE PROVIDE A CONTRACT AT THE JULY 6, 2017 COUNCIL MEETING FOR THE FULL SCOPE OF SERVICES THAT INCLUDES THE NECESSARY CLAUSES AND METRICS WHICH WILL ALLOW FOR AMPLE OPPORTUNITY TO TERMINATE THE CONTRACT AND IDENTIFIES METHODS TO MEASURE PERFORMANCE. The motion was seconded and passed with a majority.*

Professional Development Funding-

*Conway **moved** to Postpone the Professional Development Contract until the July 6, 2017 Council meeting. The motion was seconded and passed unanimously.*

May 2017 TIP Amendments

Medora Kealy, Transportation Planner, reviewed information from the May 2017 TIP Amendment with the Council. Measner asked for confirmation that the dollar amounts were in thousands, not millions. Kealy confirmed the dollar amounts were in thousands. Clark asked Olson if the CDOT US 34 Widening project from Rocky Mountain Avenue to LCR 3E was the project Olson had discussed previously as a combined project with SH 402 that had local funding and needed additional supplemental funding. Olson confirmed that was correct.

*CLARK **MOVED** TO APPROVE RESOLUTION 2017-16 APPROVING THE MAY 2017 AMENDMENT TO THE FY2016-2019 TIP AND TO THE FY2018-2021 TIP. The motion was **seconded** and **passed** unanimously.*

FY17 CMAQ and STP Metro Additional Reconciliation Allocation

Kealy reviewed information from the FY17 CMAQ and STP Metro Additional Reconciliation Allocation AIS with the Council. Steffen noted the resolution number was revised from 2017-17 to 2017-15.

CONWAY MOVED TO APPROVE THE RESOLUTION 2017-15 APPROVING AN AMENDMENT TO THE FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING ALLOCATION OF ADDITIONAL CMAQ & STP METRO FUNDING. The motion was **seconded and **passed** unanimously.**

Ross and Conway commended staff for catching the error in the allocations and completing the process to properly allocate the funds to the projects.

Evans US85 Access Control at 31st Street Project Scope Change

Dawn Anderson, City Engineer, City of Evans reviewed the key points in the US85 Access Control at 31st Street Project Scope Change AIS with the Council. She also explained the Proposed Scope Change map showing the scope revisions, noting Evans was only going forward with the Northwest parcel, the section shown in blue. The reasons for the change are primarily economic development, and reduction of overall cost. The City also wants to avoid building roads only to have them torn out later after the project. Anderson noted the city is still committed to the southern parcels. Cochran questioned whether there was a future plan to connect US 85 businesses on southern 8th Avenue. Anderson replied there was not and traffic would be relocated to the new road. Clark asked if there had been an unmet expectation from the MPO. Morris replied he did not know of any but the City had initially hoped to complete the original scoped project but now they do not want to restrict development or waste MPO funding so the scope change seemed the best course of action. Ross asked if the project may have scored differently had it included the changes now being requested. Morris replied he did not believe it would have scored lower because it is a good regional project and part of the US-85 Access Control plan.

CONWAY MOVED TO APPROVE RESOLUTION 2017-16 APPROVING THE MAY 2017 AMENDMENT TO THE FY2016-2019 TIP AND TO THE FY2018-2021 TIP. The motion was **seconded and **passed** unanimously.**

PRESENTATION:

DOLA 2050 Demographic Projections

Chris Akers, Economist with the State Demography Office, presented the Growing Forward, Population and Economic Trends, Larimer, Weld, and NFRMPO to the Council. He noted Colorado's total population change from 2010-2016 was highly concentrated along the Front Range, citing much of that growth is based on jobs (filling more of retired than new) and net migration primarily from within the State and Texas. Larimer County also sees net migration from California while Weld County migration comes additionally from South Carolina and Wyoming. Net migration into the State is primarily people under the age of 65. Although jobs in Larimer County are growing faster, job trends in both counties should continue to increase, citing approximately 88% of both county's jobs were located within the MPO boundary.

Regarding unemployment numbers for 2016, Akers noted Larimer County was the lowest at 2.9% with Weld County at just 3.3% and Colorado as a whole at 3.9% but in May the State broke their lowest rate since 1976, which is concerning for many employers. Conway noted much of the growth shown on the Age Distribution by Generation - Weld 2016 was actually out of the MPO boundary. Akers noted Colorado is moving from a "young" state to more of the US average noting the chart for Colorado Population by Age 1990-2030 shows Larimer County in blue and Weld County in green. He clarified the Demographic Dividend referenced people under 65 and working and noted approximately 18% or 1.3M of the population growth will be over the age of 65. Akers corrected the data in the Jobs Held (Supply) column from the Growing and Slowing 2020 slide from 359,200 to 408,400. He also corrected the year column on the charts for Forecast- Fastest Region in State from 2015-30 to 2025-30 and stated Region 2, which includes Larimer and Weld Counties, is the fastest growing region in the State of Colorado. Ross thanked Akers for his presentation.

DISCUSSION ITEMS:

Regional Travel Demand Model Transportation Analysis Zones Update

Ryan Dusil, Transportation Planner, explained Transportation Analysis Zones (TAZs) are similar to Census Blocks or Tracts in that they are used for estimations for employment and households within the zones, based on Master Plans from the individual communities. The characteristics of a TAZ determine how many trips begin and end within the TAZ, as well as when and where they are loaded on to the network. Boundaries are created based on several guidelines, therefore giving the most realistic view possible. An updated TAZ layer is necessary to have meaningful outputs for communities, reflect updates to community land uses and travel patterns that have changed since the last model update in 2014, and to make the best use of the Census Block data level provided in UrbanSim Cloud. Dusil presented the TAZ Update highlighting the following:

Standard TAZ Boundary Practices

- The table shows the guidelines used in the update which are widely cited by consultants, state DOTs, and in academic research.
- There are two categories: 1) Geographic boundaries (specifically where a boundary should go) and 2) TAZ density (guidelines on the point at which one TAZ should become two)
- Communities are being updated based on these guidelines. Meetings are held with each community to make sure the new TAZs reflect reality and future trends, then the TAZs are refined based on those discussions.

Community Updates

- MPO staff met with the Weld County communities as they share boundaries which allowed for conversations regarding conflicts that may come up as well as timely follow-up.
- Following the individual community meetings MPO staff will meet with Weld County to discuss the county as a whole. Conway requested that MPO staff invite all of the Weld County Commissioners to meetings prior finalizing the data.
- The same process will be followed for Larimer County communities.

LaSalle- Met in early May: LaSalle will be one of the biggest benefactors of this update; removed approximately 41 square miles that had been incorrectly associated with the town.

Eaton- Met in early February: A major focus for Eaton was cutting down the land area to more closely match the town's urban growth boundary.

Evans- Met in early May: Focus areas were densifying near urban core and resolving any boundary issues with Greeley and Milliken, also considering how LaSalle fit.

Johnstown- Met in late May: Major areas of focus were HWY 60 Corridor and the 2534 Development.

Milliken- Met in mid-May: Major focus was what to do near the boundaries with Evans and Johnstown where development is still up in the air.

Severance- Met in January: Focus was on cutting down excess land outside the town boundary and allocating it back to Weld County, making the TAZs denser near town core.

Windsor- Met in February: Identified two locations where blocks needed to be split, resolved boundary conflicts with surrounding communities.

UrbanSim Cloud- The MPO's new cloud-based software for Socio-Economic (SE) forecasting and scenario planning is also being used by PPACG. Staff will work with them to identify best practices and lessons learned. This interface allows staff to do more robust scenario planning

and have a SE model which can be adapted more quickly and make the process more transparent when working with communities.

Next Steps- MPO staff will continue this process for MPO communities through September. Updated data will be collected on future land use and development projects as the process continues. Beginning in October, MPO staff will adjust and meeting with communities in the Air Quality portion of the model.

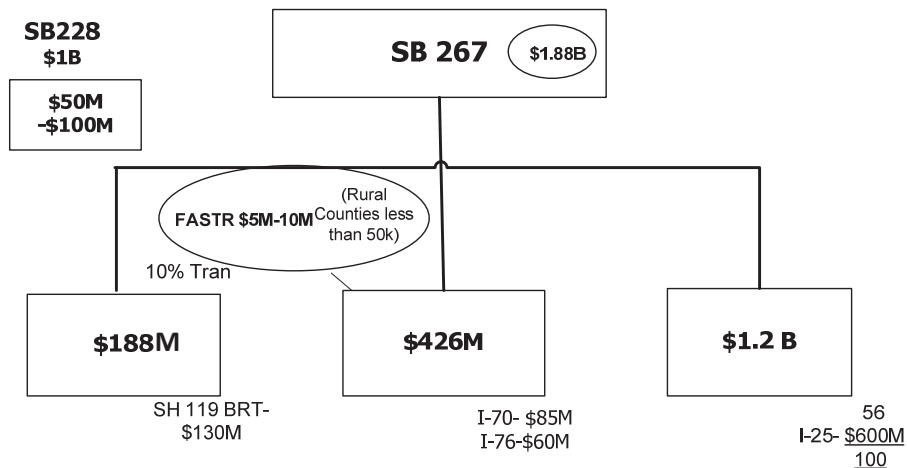
COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported the Commission is working on their 10-year plan, noting SB267 may have an effect on their planning. She also noted Karen Stuart is the new Transportation Commissioner for Colorado’s District 4.

CDOT Region 4

Johnny Olson, CDOT R4, stated that CDOT is evaluating their priorities for their 10-year development list created in 2015. The Transportation Commission previously requested a tiered list be provided for SB 228’s proposed \$2.5B, the bill did not pass. A tiered list was also created for HB1242 for a proposed \$3.5B which is now believed to reach \$5B, and will be reviewed by the Commission in June. He explained how the money from SB 267 can be used differently than HB1242 and reviewed the diagram below which divides the SB267 funds into three buckets for his priority projects for R4; I-25, I-70 and I-76, respectively. He noted because R4 has three high-dollar projects it will be difficult to fund them all with their current funding pool. It will be beneficial to complete the most effective projects and share the wealth. Mellon asked how the managed lanes would be effected. Olson replied they would tie in to the current project but it will depend on the funding received. Conway expressed his concern that other regions may receive funding the NFRMPO has been working on for almost two years. He noted that communities who have contributed to the almost \$80M in matching funds should not be asked to contribute more. Donnelly asked what Olson’s plan was if R4 only received \$1.5-\$2K. Olson replied they would be able to at least do some improvements and noted they are looking at some possible scenarios which will be dependent on what the Transportation Commission decides. He stated he would know more over the next 3-6 months and he will work his hardest to get the needed \$600M for I-25 segments 5 and 6.



I-25 Update

There was no report. The I-25 Subcommittee meeting is June 7.

US 34 Coalition

Donnelly reported the CDOT and FHWA required Purpose and Needs Statement which explains why a PEL is needed, is in its final draft and is one month ahead of schedule. They anticipate the PEL will be identified by the end of this year.

STAC Report

A written report was provided.

Host Council Member Report- Conway thanked everyone for coming to Weld County and noted the Weld County Courthouse Centennial Celebration in downtown Greeley will begin June 2 and continue throughout the month with a formal celebration on June 30th beginning at 3 p.m. The 2017 Greeley Stampede Independence Day Parade will begin July 4th at 9:00 a.m. on 10th Avenue from UNC to Downtown Greeley. Conway asked Janet Lundquist, Support Services Manager for Weld County Public Works, to give a project update. Lundquist reported the following:

- WCR49 alignment switch is installed and has brand new concrete -updates for this and other Weld County projects are available at weldgov.com
- WCR 74 and SH 392 Construction being done with a P3
- WCR 47 between SH 392 and WCR 60.5 is under construction

Conway also stated Weld County was proud to potentially become home to the world's largest sports complex in Windsor and the world's most modern water treatment facility on WCR 2, which was a seven year project that enables them to meet clean water standards for the next 50 years.

Johnstown- Mellon reported the Town of Johnstown has tentatively chosen a site at SH 60 west of Johnstown and County Line Road for their new recreation center. Access to SH 60, which is part of their Access Control Plan will be under construction later in the year.

Windsor- Melendez reported the Town of Windsor is working with developers on a plan to build a \$225 million sports park on about 413 acres of land three miles north of Windsor. The complex is expected to include 65 fields, including a major-league-size baseball park with a 10,000-person capacity with an additional 207 acres for commercial and retail development. Liberty Road is now open and the signal at Harmony Road and WCR15 project is expected to start in June or July.

Evans- Morris reported the City of Evans will be widening 35th and 65th Avenues, the Access Control Plan project at US 85 and 37th Street is finished, and the City is looking forward to moving ahead with the scope change on US 85 at 31st Street.

Greeley- Casseday announced there will be a free kick-off concert June 16th featuring Southern Fried, in downtown Greeley to ring in the 96th Greeley Stampede June 23rd - July 4th.

Loveland- Clark reported Loveland's Downtown Redevelopment project is underway. He thanked CDOT for the opening of US 34 through the Big Thompson Canyon.

Larimer County- Donnelly reported the new Larimer County Courthouse facility in Loveland at Denver Avenue and 1st Street will break ground in June.

Eaton- Ross thanked CDOT for the repavement work being done on US 85 from north Greeley through Ault and reported there is a possibility of a new railroad spur at the south end of town.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions:

1) *Professional Development Contract/ Funding*

The meeting was adjourned at 9:07 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Monthly Report from CDPHE to the North Front Range Transportation and Air Quality Planning Council

July 2017

The Air Quality Control Commission:

- The Air Commission held its annual retreat and public comment session in Fort Morgan on June 15 and 16. In addition to discussing last year's accomplishments, next year's priorities and receiving public comments, the Commission focused on agricultural best management practices that reduce emissions impacting Rocky Mountain National Park and other sensitive high alpine ecosystems. The Commission visited a large dairy and stockyard to see first-hand the practices of well run facilities.
- The Commission also welcomed its newest member, Megan Garvey, who was appointed by the Governor in June. Ms Garvey brings scientific and technical experience to the Commission as an environmental advisor to QEP Resources, an oil and gas company headquartered in Denver.

The Air Pollution Control Division:

- The Division continues to hold stakeholder meetings to develop Reasonably Available Control Technology (RACT) standards for the oil and natural gas source category. Colorado must submit the RACT standards to EPA as a SIP revision by October 2018. The Division intends to publish its proposed RACT standards in July and request an October 2017 Commission hearing so that the legislature may review the SIP submission in 2018.

RAQC Meeting June 2, 2017

Over 600 mowers distributed in Boulder on 6/3/17. GO Boulder stands for Great Options

New RAQC Members

Bob Roth - Council member, City of Aurora, local community rep

Frank Bruno - CEO of VIA mobility services - Transit rep

Vanessa Mozel - Conservation Community rep - NPCA (national parks)

Doug Rex, DRCOG Acting ED

Presentation on Tri-State Generation and Transmission Association's Power with a Purpose

Provides power to rural America through 43 member co-ops, formed by members in 1952. They serve 1.5M population over 200 K miles in WY, CO, NB, and NM. They are a wholesale provider. The power allocation is CO - 63%, WY -13%, NM – 20%, and NB- 4%.

Three types of utilities, Coop, Investor, Municipal

Rates established by board, Investor owned - PUC sets rates, municipal sets rates
Do not provide retail power, but provide peak vs off-peak rates.

Diverse generation fleet. 43% coal - 2016, 36% coal in 2027

Power additions during past 10 year 592MW renewals, Natural Gas 442MW unspecified 75 MW
5600 miles of high voltage lines maintained due to rural nature of business.

Renewals 26% non-carbon emitting energy water generated, wind, solar
Not eligible for tax credit so don't own.

Energy efficiency efforts in place since 1985, spending several M\$ per year. In 2016, saved approximately 153K MW

1971 board policy requires 100% compliance, reviews environmental issues for planning/ siting
requires viability for all fuel sources

Update on Oil and Gas Stakeholder Process and Planned Rulemaking

Need to submit O&G RACT by 10/2018

Colorado Reg 7 does not cover pneumatic pumps

Colorado is more stringent on leak detection and storage tank emissions than EPA

AQCC October agenda for making recommendations on RACT changes for SIP

Update on Ozone Regulatory Status

FC - West attains the 75ppb standard.

July 2018 is attainment date. Need to be at or below 75ppb. Can get 2 year extension if at 75 or below. If above 75 could be bumped up to serious non-attainment classification. It is possible EPA will revoke 2008 - 75ppb before we are bumped up

Possible 179B determination - no bump up if we would have attained without emissions from outside the area.

50 major sources in area. New sip. New budget

2015 - 70 ppb marginal area and must meet by Dec. 31, 2020

Moderate bump up SIP revisions due 2021-22

Moderate attainment

HR 806/S263 extends attainment to 2025 instead of 2015

July 6, 2017 Director's Report

Planning Council

- Please let Renae know if you do not need a mailed packet to reduce paper

Council/Board Presentations

- Please let me know if you would like me to make a presentation on the MPO to your board or council

VW Proposed Partial Consent Decree

- More information available at <http://bit.ly/2aswWj9>
- A presentation on the VW settlement is scheduled for the August Planning Council meeting when the Trustee should be approved

Fix N I-25

- The next N I-25 Coalition meeting is scheduled for July 5 at Southwest Weld from 6:30 - 8:00pm
- The next N I-25 Funding Subcommittee meeting is scheduled for July 7 from 11:30 to 1:00 pm at Perkins at Crossroads

VanGo™

- VanGo™ met with WSP (Previously WSP Parson Brinckerhoff) and TripSpark to discuss a business analysis of the VanGo™ program
- A purchase order was sent to Pedersen Toyota for 8 vans
- The VanGo™ program is maintaining 90 percent occupancy with many vans having 7 registered riders and total number of riders is also up.

Front Range Rail

- Becky Karasko will be the staff member for the NFRMPO on the Commission

NoCo Bike and Ped Collaborative

- The NoCo Bike and Ped Collaborative will host a workshop on June 14th to educate local staff and elected officials on transportation infrastructure audit tools
- The fee is \$25 and includes lunch and bike rental for audits

Staff

- Barbara Bills is now working part-time as the VanGo™ billing and administrative clerk

Bike/Pedestrian Counters

- The Town of Windsor completed their count program in early April but will be using them again in June
- For more information on the training or to reserve the counters, contact Ryan Dusil at 970-224-6191 or by email rdusil@nfrmpo.org

Mobility Committees

- The Larimer Senior Transportation Coalition meets August 3 from 1:30 -3:00 pm at Pathways Hospice
- The Larimer County Mobility Committee met August 17 from 1:30 -3:00 pm at the NFRMPO office and Weld Mobility Committee meets July 25 from 1:30-3:00 at the

Greeley Chamber of Commerce

- The Mobility Program has initiated its outreach for the Coordinated Plan
- At the same time, the NFRMPO staff will have information on Air Quality and VanGo™
- The NFRMPO has communicated with 373 residents and visitors at Fort Collins Earth Day, Johnstown BBQ Day, Berthoud Day and Open Streets

Completed Outreach		
Fort Collins Senior Advisory Board	Fort Collins	3/8/2017
Commission on Disabilities	Greeley	4/4/2017
Senior Advisory Board	Loveland	4/5/2017
Senior Transportation Coalition	Fort Collins	4/6/2017
Disabilities Advisory Commission	Loveland	4/10/2017
Arc of Weld County Community Transition Team	Greeley	4/12/2017
Commission on Disabilities	Fort Collins	4/13/2017
Transportation Advisory Board	Fort Collins	4/19/2017
Citizens Transportation Advisory Board	Greeley	4/24/2017
Fort Collins Earth Day	Fort Collins	4/22/2017
Johnstown BBQ Day	Johnstown	6/3/2017
Berthoud Day	Berthoud	6/3/2017
Fort Collins Open Streets	Fort Collins	6/4/2017

Planned Outreach		
Bike to work Day	Fort Collins, Loveland & Greeley	6/28/ 2017
Eaton Days	Eaton	7/8/2017
LaSalle Days	LaSalle	7/15/2017
Evans Heritage Day	Evans	9/16/2017
Beef N Bean Day	Milliken	8/12/2017
Severance Days	Severance	8/19/2017
Corn Roast Festival	Loveland	8/25/2017
		8/26/2017
Windsor Harvest Festival	Windsor	9/3/2017
		9/4/2017
Taste of Timnath	Timnath	10/7/2017

NFRMPO Documents available electronically or as printed copies

- To assist with public outreach, staff has designed and printed the following documents:
 - NFRMPO and VanGo™ Brochures
 - 2016 Annual Report
 - 2040 RTP Brochure updated
 - Mobility Postcards
 - Mobility Rider’s Guide
 - Spanish Mobility Rider’s Guide
 - Quarterly Newsletter
 - VanGo Dashboard

EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 21, 2017

APPROVAL OF THE MAY 17, 2017 TAC MINUTES

The May 17, 2017 TAC meeting minutes were approved unanimously.

OUTSIDE PARTNER REPORTS

Northern Colorado (NoCo) Bike & Ped Collaborative - Dusil explained in lieu of a June meeting, the group held a Bicycle, Pedestrian, and Transit Assessment workshop in Loveland.

Regional Transit Agencies - Bailey stated Loveland will be taking a revised paratransit proposal to the Loveland City Council in August.

Senior Transportation - Bedingfield reported Senior Resource Services (SRS) recently received a \$50,000 grant from the Daniels Fund. SRS will host the Ride & Revel! Cycling event Fundraiser on June 24 in Greeley. The *Larimer County Senior Transportation Needs Report* will be reviewed by the Board of County Commissioners on July 11.

Regional Air Quality Council - Brimmer stated in early June the EPA Administrator put a one-year delay on Ozone designations for the 2015 standard. This means the revocation of the 2008 Ozone Standard is delayed as well, making 2017 a critical year for Ozone Attainment.

DISCUSSION

Jefferson Street Improvement Project Update - Lambrecht explained the Jefferson Street Improvement Project's history and plans. The project received \$1M in CMAQ funds in the NFRMPO's FY2008-2009 CMAQ Call for Projects, and underwent a scope change to remove the roundabout component through an Intergovernmental Agreement (IGA) in 2009 with CDOT. Questions arose as to whether the project is still eligible to use the CMAQ funds due to the roundabout component being removed. Schneiders explained it is unclear when the funds must be used by due to the two IGAs, and will look into it further.

2015 Transportation Profile - Dusil described the project and asked for feedback on the *Draft 2015 Transportation Profile* document. NFRMPO staff will present a final document at the July TAC meeting.

Speed Limits Project - Dusil stated NFRMPO staff will reach out to TAC members to request posted speed limits for modeled roadways to be incorporated in the 2045 Regional Travel Demand Model. NFRMPO has data for Greeley, Larimer County, and Weld County.

2045 Regional Travel Demand Model (RTDM) Update - Karasko stated the 2045 RTDM RFP will be released later this summer. A consultant will be selected by December 2017 and the model update will occur throughout 2018. Karasko requested TAC members interested in serving on the Consultant Selection Committee contact her. TAC members will also be asked to serve on the Model Steering Team (MST) for calibration and validation of the model with the Consultant.

2045 Regional Transportation Plan (RTP) Components - Karasko described the components of the 2045 RTP update, the timeline, and the role of TAC. Mallette asked if TAC's responsibilities will be incorporated into regularly scheduled meetings. Karasko replied they will unless TAC would like to form an RTP Steering Sub-committee. Bracke asked if this RTP update will be more holistic than the past two RTP updates, including an in depth visioning process. Karasko replied it will and preliminary work will begin Fall of 2017.

NEED A RIDE?

noco.findmyride.info

Find Northern Colorado Transit Services Info @ noco.findmyride.info



Mobility Coordination

In the North Front Range MPO



2017 Coordinated Plan Update

As part of the planning process, NFRMPO staff has set up an outreach program to garner input on the existing transit and transportation services, needs, and the gaps between the two. The outreach program will consider feedback and input from older adults and people with disabilities, the organizations which provide care and transportation, and the caregivers who assist these populations.

Throughout Spring 2017, NFRMPO staff attended public meetings and received feedback from nearly 100 individuals. Discussions focused on the need to provide transportation services between and within the rural portions of Larimer and Weld counties, providing regional training opportunities, and improving the existing transportation services. There was interest in holding regional events, finding additional ways for organizations to partner, and continuing to provide education and outreach about existing services. Outreach will continue throughout the summer.

Throughout the outreach process, NFRMPO staff will compile the feedback and identify the goals, strategies, and priorities for the Mobility Committees over the next four years. More information about the Coordinated Plan can be found at <http://bit.ly/2m2WQvI>.

RAFT wins STAR Award for Innovation

Rural Alternative for Transportation (RAFT) is a local volunteer transportation service, which provides rides to seniors (60+) and adults with disabilities living within the Berthoud Fire Protection District, but outside the Town boundary. Drivers are all volunteers, use their own vehicles, and donate their time.

Due to the Agency's work in the community, Berthoud Golden Links, Inc./Project RAFT, won the 2016 STAR Award for Innovation from the National Volunteer Transportation Center. Along with the award, the organization will receive a \$7,000 grant. For the 2016 cycle, nearly 150 volunteer driver programs submitted applications. RAFT was one of 21 agencies to win the award and the only winner in Colorado.

As part of the application for the STAR Award, each applicant was asked to submit a testimonial or story written by a client. In summer 2017, a book with these stories will be published.

Find out more about RAFT by visiting their website:
<http://berthoudraft.org>

Senior Resource Services Awarded Grant

Senior Resource Services (SRS) was awarded a \$50,000 grant from the Daniels Fund. The grant will be used to expand the services administered by the Greeley-based volunteer senior transportation provider. Daniels Fund is a Denver-based charitable foundation focused on grants, scholarships, and ethics initiatives. The organization's aging focus is meant to support older adults remaining independent, engaged, and maintaining quality-of-life.

Rider's Guide Updates

Over 510 users have logged onto noco.findmyride.info to find potential service matches since January 1, 2017, with 90 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023.

Larimer County Mobility Committee
Third Thursday every other month
1:30 p.m.—3:00 p.m.



Weld County Mobility Committee
Fourth Tuesday every other month
1:30 p.m.—3:00 p.m.

Mobility Management Funding

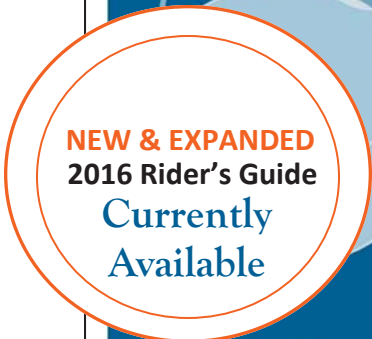
The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds.

NFRMPO mobility coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education.

Funding has been secured through September 2017 after NFRMPO staff submitted applications for \$5310 funds to both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.



A vertical banner with a blue background. At the top, it says "NEED A RIDE?" in white text on a dark blue rounded rectangle. Below that is an orange bar with the text "noco.findmyride.info" and a small smartphone icon. Underneath is a row of six small photos of diverse people. The bottom half of the banner features a large white circle with the text "NEW & EXPANDED 2016 Rider's Guide Currently Available" in blue and orange. At the very bottom, it says "North Front Range MPO RIDERS GUIDE" in white, with the NFRMPO logo below it.



Larimer County Mobility Committee

- ARC of Larimer County
- Berthoud Area Transportation Services - BATS
- Dial-A-Ride Advisory Committee - DARTAC
- City of Fort Collins Transfort
- City of Loveland Transit - COLT
- CO Division of Vocational Rehabilitation
- Columbine Healthcare Systems
- Senior Alternatives in Transportation - SAINT
- Foothills Gateway
- Larimer Center for Mental Health
- Larimer County Dept. of Health & Environment
- Larimer County Office on Aging
- Larimer County Workforce
- Loveland Disability Advisory Commission

Weld County Mobility Committee

- Colorado Department of Labor and Employment
- Connections for Independent Living
- Envision
- Greeley Center for Independence
- Greeley-Evans Transit GET
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County
- Weld Advocacy Network on Disabilities WAND

A graphic with a grid of images showing various people and transportation modes. On the right side, it says "The NFRMPO Coordinated Public Transit / Human Services Transportation Plan" and "December 2013" with the NFRMPO logo.

Learn about the NFRMPO's Mobility Coordination goals and strategies

www.nfrmpo.org/mobility



For additional meeting details including agendas, notes & meeting location, visit nfrmpo.org/mobility



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MPO Planning Council

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Commissioner Tom Donnelly- Vice Chair
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Mayor John Morris
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Mayor Pro-Tem Gerry Horak- Past Chair
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Town of Garden City
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Mayor Don Brookshire
Town of Severance
Paul Steinway
Town of Timnath
Commissioner Sean Conway
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Town of Windsor
Chris Colclasure
CDPHE- Air Pollution Control Division
Kathy Gilliland
Transportation Commission*

MPO Staff

*Terri Blackmore
Executive Director
Becky Karasko
Regional Transportation Planning
Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance and Operations Manager*

Memorandum

To: NFRMPO Planning Council
From: Becky Karasko
Date: July 6, 2017
Re: FY2018-2021 TIP Readoption

Background

The FY2018-2021 TIP was adopted by Planning Council on March 2, 2017. The TIP was adopted with an effective date of October 1, 2017 to align with the beginning of the Federal Fiscal Year. On June 14, 2017, FHWA notified NFRMPO staff of their recommendation to advance the effective date of the TIP to better align with the State Fiscal Year, which begins on July 1, 2017. Aligning the TIP with the State Fiscal Year will ensure all four years of programmed projects can move forward and be included in the FY18-21 State Transportation Improvement Program (STIP) prior to October 1, 2017. The STIP has an effective date of July 1, 2017.

To advance the effective date of the TIP, the TIP narrative was revised to remove the reference to an effective date of October 1, 2017, and the resolution was revised, with changes identified in yellow highlighting, to enable an earlier effective date. The TIP tables have been updated with Policy Amendments approved by Planning Council and Administrative Modifications completed since March 2, 2017. The FY2018-2021 TIP is available at <http://nfrmpo.org/wp-content/uploads/tip-fy18-21-readoption.pdf>.

The FY2018-2021 TIP becomes effective on the date the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issue their conformity determination on the TIP.

Action

Staff requests Planning Council readopt the TIP with an effective date prior to October 1, 2017 to align with the Federal approvals, the State Fiscal Year and STIP.



REVISED
RESOLUTION NO. 2017-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL ADOPTING THE FY2018-2021 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

WHEREAS, 49 CFR PART 613.100 and 23 CFR 450.324 require the development of a fiscally constrained Transportation Improvement Program (TIP) through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process for Metropolitan Planning Organizations (MPO’s); and

WHEREAS, pursuant to the aforementioned legislation, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process, and for developing and amending the TIP; and

WHEREAS, the Cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range also is within the Denver-North Front Range 8-hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for Carbon Monoxide; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended, 1990, and the State Implementation Plan for air quality; and

WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, the air quality conformity determinations conducted on the NFRMPO’s FY2018-2021 TIP using the EPA’s approved MOVES2014a Emissions Model were within the federally approved emissions budgets;

WHEREAS, the Planning Council approves the FY2018-2021 TIP and submits copies for inclusion into the State Transportation Improvement Program (STIP) and approval by the Governor; and

WHEREAS, the NFRMPO TIP must align with the Colorado Statewide Transportation Improvement Program (STIP) using the State fiscal year of July 1 through June 30 to ensure that all four years of projects in the NFRMPO TIP may move forward;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council finds that the FY2018-2021 Transportation Improvement Program (TIP) is in conformance with the requirements of 49 CFR 613.100 and 23 CFR 450.324. **The original resolution adopted by Planning Council on March 2, 2017 identified an effective date of October 1, 2017 for the FY2018-2021 TIP; however, this revised resolution advances the effective date to the date of the conformity determination by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).** The FY2018-2021 TIP Amendment and Modification policies are effective immediately as recommended by the Technical Advisory Committee (TAC) and approved by Planning Council.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of July, 2017.

Kevin Ross, Chair

ATTEST:

Terri Blackmore, Executive Director



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Administrative Director
Crystal Hedberg
Finance and Operations Manager*

Memorandum

To: NFRMPO Planning Council
From: Terri Blackmore
Date: July 6, 2017
Re: Commuter Tax Benefit

Background

The VanGo™ Program participants and employers use the Transit portion of the Commuter Tax Benefit for fare payment. This Tax Benefit allows the participant/employers to pay for fares pre-tax. In 2016, Congress made permanent parity for the parking benefit and the transit benefit.

The Presidential Budget has proposed eliminating the Commuter Tax Benefit. This could have a negative impact on the ridership and the VanGo™ program's efficiency. As you are aware, the VanGo™ program provides congestion relief and reduces pollution.

In the past, the Planning Council has provided support for the Commuter Tax Benefit. Attached is a draft letter of support that would be provided to the Northern Colorado Congressional delegation in support of the Tax Benefit.

Action Requested

NFRMPO staff request the Planning Council authorize the Chair and Executive Director to sign and send a letter to each of the Northern Colorado Congressional delegates.



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July 6, 2017

As Congress, and specifically the Ways and Means Committee, begin the process of working to simplify and reform the tax code we, the undersigned employer and vanpool operator, urge you to preserve commuter benefits offered by section 132(f) of the tax code. Commuter benefits have become a staple in employee benefits packages nationwide and are a key way for employers to provide their employees with commuting options. In addition to providing commuting options, they provide an option for those unable to drive and improve air quality in regions in non-attainment.

Commuter benefits make sense for businesses of all shapes and sizes and are used by millions of working Americans in all states. The provision allows employers to subsidize commuting expenses or employees to pay for it on a tax-advantaged basis through payroll deduction. Thus, employers can reduce payroll taxes, providing sound fiscal savings and providing many employers with additional resources to expand and create new jobs.

Transit benefits are squarely aimed at the middle class and helps working Americans reduce what is often their second-largest household expense – transportation. Particularly transportation related to work. Elimination of the commuter benefit would negatively impact millions of Americans who may see a small reduction in their tax bracket, but a large increase in their commuting costs. For example, a working family that takes advantage of the full allowable monthly pre-tax deduction for transit in 2017 could pay as much as \$1,200 more in taxes if this benefit is eliminated.

From an employer's perspective, we know the following:

- Eliminating commuter benefits would result in an increase in payroll taxes for small and large businesses – important resources that could be reinvested in the economy to create new jobs.
- Commuter benefits cause a significant modal shift that helps reduce congestion and improve the commute for transit riders and drivers alike. A study conducted by an independent research organization found that when commuter benefits are introduced into a work place, 18% of the employees alter their commuting habits. Consider this, a 3% reduction in vehicle miles traveled equates to a 30% reduction in congestion. Getting nearly 1 in 5 people out of their cars plays a significant role in reducing congestion for all commuters.

- Higher Taxes – If tax advantaged parking and/or transit benefits are eliminated, the results are a direct increase in taxes for employers – up to \$234 a year per employee! Additionally, working Americans would see decreased net income of nearly \$1,000 annually.
- Complex Accounting and a New Parking Tax – Elimination of the parking benefit means that employer-provided parking now must be valued, accounted for, and taxed. The complexity this would add to impute the value of parking spaces to employees would be an overwhelming burden for employers.
- Parking growth – Not Job Growth - With the cost of transit increasing by as much as 40%, more employees will drive to work, which means that many employers will have to spend money, space, and resources to expand parking areas or rent/lease additional parking. This means more time, effort, and money on parking and less money invested for jobs and growth.
- Less Productive Workforce – More time driving, less money in employees’ pockets. It should not come as a surprise to see a less happy and less productive workforce. Even those who were already driving will feel the impact.

The simple fact is that commuter benefits work to retain jobs and provide working middle class families with options.

We hope you will preserve these vital transportation benefits as you work towards tax reform legislation. We appreciate that the commuter benefit has achieved over 30 years of bi-partisan support and urge the continued preservation of these crucial benefits as the tax reform process moves forward.

Regards,

Regards,

Mayor Kevin Ross
MPO Planning Council Chair

Terri Blackmore
Executive Director

US 34 Coalition Briefing US 34 PEL Study

AGENDA

Date: Thursday, June 1, 2017 | **Time:** 4:15 pm – 5:15 pm

Location: Weld County Administration Building, 1150 O St, Greeley, CO 80631

Please read: Updated US 34 PEL Purpose and Need

Purpose: To finalize the US 34 PEL Study Purpose and Need and provide clarity regarding Coalition process.

Desired Actions: Confirm the US 34 PEL Study Purpose and Need and confirm the role of the US 34 Coalition process moving forward.

Time	Agenda Topic
4:15 pm – 4:30 pm	Introductions and Project Update
4:30 pm – 4:45 pm	Discussion: Overview and Confirm US 34 Purpose and Need Desired Outcome: US 34 Coalition reviews and confirms Purpose and Need
4:45 pm – 5:10 pm	Coalition Process Update – Johnny Olson Desired Outcome: Clarity regarding the Coalition process and the PEL
5:00 pm – 5:15 pm	Check-In and Next Steps, including range of alternatives



Meeting Date/Time: June 1, 2017 | 4:15 – 5:00 pm
Meeting Name: US 34 PEL – Coalition Meeting Briefing
Meeting Location: Weld County Administration Building
1150 O Street, Greeley, CO 80631

US 34 COALITION MEMBERS AND ALTERNATES PRESENT

John Morrison	City of Evans
Rob Cassidy	City of Greeley
Tom Donnelly	Larimer County
Sean Conway, Julie Cozad	Weld County
Kristie Melendez	Town of Windsor
Dave Clark	City of Loveland
Troy Mellon	Town of Johnstown
Terri Blackmore	NFRMPO
Johnny Olson, Louis Keen	CDOT

MEETING SUMMARY

The purpose of the meeting was to update the US 34 Coalition on the US 34 PEL progress to date, and to review and obtain concurrence on the Purpose and Need statement for FHWA concurrence.

Welcome, Introductions, Agenda Review

Tom Donnelly opened with a brief review of the agenda and the meeting attendees introduced themselves.

Before the meeting began, members of the public expressed concern regarding the intersection of 65th Ave and US 34. They asked the Coalition to reconsider a future traffic signal and other recommendations in the existing Access Control Plan, and suggested moving planned improvements to the intersection of 71st Ave and US 34 as that has funneled high traffic volumes along their neighborhood streets.

Project Updates

Louis Keen, CDOT, updated Coalition members on the status of the US 34 PEL Study. Several key points include:

- The US 34 PEL Study is on or ahead of schedule.
- Task 3, defining the Purpose and Need, is on schedule.
- The team hopes to finalize the Purpose and Need concurrence point with FHWA in June, instead of July.



Overview: Purpose and Need

Louis Keen discussed the Purpose and Need as refined by the Technical Advisory Committee at the May 17 meeting. The Purpose and Need is a concurrence point with FHWA and provides a foundation for prioritizing and evaluating alternatives. It is overarching, reflects the corridor vision, and unites the Coalition regarding goals of the study. The purpose and need was presented as follows:

The purpose of highway improvements is to preserve US 34 as a vital east-west regional transportation corridor. Improvements will link and move goods, people, and information reliably and be phased to adapt to future travel demands and funding opportunities.

Highway improvements are needed to:

- Advance safety
- Accommodate increased travel and tourism demand and maintain the economic vitality of the region
- Increase reliability of east-west regional travel, while balancing local access, mobility, and freight needs

Successful alternatives will:

- Be compatible with the natural and human environment
- Support community land use and aesthetics goals
- Be fiscally responsible and implementable

The Coalition members discussed the Purpose and Need, with one key question regarding “advancing safety.” The group agreed to the Purpose and Need, while making one subtle change to “advancing safety.” The Coalition agreed on and supported the Purpose and Need.

ACTION ITEM: Change “Advance Safety” to “Increase Safety”

Discussion: Coalition Roles and Responsibilities

Johnny Olson, CDOT, discussed and addressed the purpose of the US 34 Coalition. He noted the importance of the Coalition Members’ united effort and demonstration of a cohesive vision with the same goals. Members of the Coalition reasserted their commitment to work together to accomplish the agreed upon project goals. The Coalition requested that the PEL team disseminate a periodic briefing to ensure that Coalition members have the most up-to-date information.

ACTION ITEMS:

- Develop a monthly “Talking Points” style briefing regarding the progression of the US 34 PEL Study and the TAC meetings for Coalition members.
- Add these briefings to the CDOT project website.

Separate from the main meeting, Louis Keen said that the consultant project manager would be happy to talk to the residents about their specific concerns at the 65th Ave intersection. Mandy Whorton and Tim Bilobran met with a group of five residents in the hall.



Mandy explained the limits of the PEL and how intersections would be evaluated in the PEL.

Tim noted that CDOT has an existing access control plan for the eastern portion of the corridor (including at this intersection).

Joel Hemesath and Eric Bracke joined the conversation and helped answer questions about the specific plans.

Greeley Councilman, Rob Cassidy, said he would discuss with staff and also with the Mayor and council at the next meeting.

The residents provided the following comments for consideration, many of which were directed at the specific intersection improvement project that Greeley is designing and planning to implement next year.

- Traffic would be more appropriate on 71st. There are fewer residents and driveways on 71st, and 71st provides a direct and more appropriate connection to the new hospital complex, which will be a large traffic generator.
- Concerned about traffic from school and hospital.
- Concerned about safety around school because of traffic volumes and circulation/congestion.
- 71st should be signalized.
- US 34 is noisy, especially because of the (transverse) timing in the road.
- Are concerned that the city has underestimated/doesn't understand the volume of traffic the hospital will generate. Also concerned that the turning movements (roundabouts) will be challenging for ambulances.
- There have been five crashes at the curve in the past year.
- Speeding is a problem and is worse since the speed limit was increased.

The team received contact information for the residents and said that we would put them on the project mailing lists for future meetings.