



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
March 2, 2023

<u>In-Person Attendance Option</u> Larimer County Offices Building 1 st Floor Hearing Room 200 W. Oak Street Fort Collins, CO 80521	<u>Virtual Attendance Option</u> Call-in Number: (408) 650-3123 Access Code: 814-514-261-857-813 Online Meeting: https://bit.ly/3VGQ52U
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org

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 – February 2, 2023 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---|------|
| 3) Air Pollution Control Division (APCD) (Handout) | Jessica Ferko – Manager, Planning & Policy Program
CDPHE-APCD | 6:05 |
| 4) Regional Air Quality Council (RAQC) (Handout) | (Written) | |
| 5) NFRMPO Air Quality Program Updates (Handout) | (Written) | |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|---|--|------|
| 6) Report of the Chair | Scott James – Council Chair, Weld County Commissioner | 6:20 |
| 7) Executive Director Report <ul style="list-style-type: none">• Legislative Update• Amtrak Long Distance Rail Study | Suzette Mallette - Executive Director | 6:25 |
| 8) TAC (Page 13) | (Written) | |
| 9) Finance (Page 14) | (Written) | |
| 10) Community Advisory Committee (CAC) (Page 15) | (Written) | |

PRESENTATIONS:

- | | | |
|--|---|------|
| 11) CO-WY Transit Feasibility Study (Page 16) | Ian Chase - HDR | 6:30 |
| 12) Front Range Passenger Rail (FRPR) District (Handout) | Andy Karsian – General Manager, FRPR District
Jim Souby – Chair, FRPR District Board | 6:45 |

CONSENT ITEM:

- | | | |
|---|--------------------------------------|------|
| 13) 4 th Quarter 2022 Unaudited Financials (Page 32) | Rachel Stillwell - Accountant | 7:00 |
|---|--------------------------------------|------|



DISCUSSION ITEMS:

- | | | |
|--|--|------|
| 14) NFRMPO 10-Year List 2050 RTP Update <i>(Page 41)</i> | Becky Karasko - Transportation Planning Director | 7:05 |
| 15) 2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) <i>(Page 55)</i> | Jerome Rouser - Transportation Planner I | 7:25 |

COUNCIL REPORTS:

- | | | |
|---|--|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | 7:55 |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| STAC Report <i>(Page 66)</i> | (Written) | |
| Colorado Transportation Investment Office (CTIO) <i>(Page 68)</i> | (Written) | |
| I-25 Coalition | Scott James | |
| US34 Coalition | Kristin Stephens – Larimer County Commissioner | |
| Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | Kristin Stephens | |
| Front Range Passenger Rail District | Will Karspeck – Past Chair, Mayor Town of Berthoud
Johnny Olson – City of Greeley Councilmember | |
| Host Council Member Report | Kristin Stephens | 8:05 |

MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 8:10 |
|---------------------------------------|------|



MPO Planning Council

Weld County

Scott James, Commissioner – Chair

Alternate- Perry Buck, Commissioner

City of Loveland

Jon Mallo, Councilmember - Vice Chair

Town of Berthoud

William Karspeck, Mayor – Past Chair

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

Alternate- TBD

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- TBD

Town of Garden City

Fil Archuleta, Mayor

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Barry Wilson, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, 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)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
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 (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & 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
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
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)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
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
NARC	National Association of Regional Councils
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
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an 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 from 2009-2017 replaced by BUILD)
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)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

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

**February 2, 2023
Hybrid Meeting in Fort Collins, CO**

Voting Members Present:

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Tricia Canonico	-Fort Collins
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Jessica Ferko	-APCD
Troy Mellon	-Johnstown
Paul Rennemeyer	-Windsor
Johnny Olson	-Greeley
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Mark Clark	-Evans
Liz Heid	-Eaton
Will Karspeck – Past Chair	-Berthoud
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III; **AnnaRose Cunningham**, Transportation Planner II; **Jerome Rouser**, Transportation Planner I.

In Attendance: Rich Christy, Jim Eussen, Nicole Hahn, Omar Herrera, Dana Hornkohl, Mark Jackson, Will Jones, Katlyn Kelly, Katrina Klobberdanz, Deanna McIntosh, Evan Pinkham, Mark Peterson, Kim Redd, Mike Silverstein, Robin Stoneman, Josie Thomas, Eric Tracy, and Paul Trombino.

Vice-Chair Mallo called the MPO Council meeting to order at 6:02 p.m.

Public Comment:

No public comment.

Move to Approve Minutes

Olson **moved** to *APPROVE THE JANUARY 5, 2023 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Stephens and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Vice-Chair Mallo opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Silverstein reviewed RAQC programs, including *Simple Steps, Better Air*, the outreach program for the summer ozone season, which will have an increased budget starting in 2024 for paid media and research;

community-based marketing at the local level; *Clean Air Champions*, which provide employer micro-grants and company recognition program; *Mow Down Pollution*, which provides grants to local governments, residents, and commercial areas to electrify lawn and garden equipment; *Anti-Idling Public Information Campaign*, a public education campaign to reduce idling; *Diesel Best Practices*, to do outreach to businesses to repair and maintain diesel fleets; *Vehicle Repair Program*, which provides public assistance to people who failed an emissions test; *Auto Maintenance to Reduce Emissions*, which provides direct incentives to lower income and older vehicle owners for auto maintenance; and *Emission Source Data Tracking*, which coordinates emission tracking with state agencies. Many of these programs are available due to funding from DRCOG and are only available in the Denver region.

Stephens asked if the Auto Maintenance and Vehicle Repair programs are only for the DRCOG region. Silverstein confirmed the auto maintenance is only for the DRCOG region, but Vehicle Repair Program is available through the larger region. Stephens noted she supports expanding the Auto Maintenance program into the NFRMPO region. Stephens asked if RAQC partners with community colleges with auto maintenance programs. Silverstein noted the State operates the program and will share the idea with partners. Olson asked if the repair programs were part of the GHG reduction strategies. Silverstein noted this program is because of ozone. Olson asked how the NFRMPO region can harness state funding to expand the programs into the NFRMPO region. Silverstein responded the State enterprises are a potential partner to fund these programs. Olson asked if CDOT has prepared a program of projects to address air quality using funds from SB260. Silverstein stated CDOT will be a funding organization, creating calls for projects, and the programs discussed will be eligible for funding. Mallette noted RAQC applies for funding through DRCOG but has not applied for funding through the NFRMPO region. Bracke asked how RAQC could apply for funds in the NFRMPO.

The rest of the presentation on Ozone Control Strategies was not presented due to time constraints. A written report was provided.

NFRMPO Air Quality Program Updates

A written report was provided.

DISCUSSION ITEM:

GHG IGA Review – Bornhoft provided the draft GHG IGA for the *GHG Planning Standard* between NFRMPO, CDOT, and the Colorado Department of Public Health and Environment (CDPHE). NFRMPO staff asked if the Chair would prefer to sign the IGA due as this topic is high on importance for the Council. The IGA references the State Modeling Consultation Group (SMCG) and State Interagency Consultation Team (IACT), building on the standard. The NFRMPO is required to notify the other agencies when the modeling process begins, has the ability to change the data received from CDPHE with documentation. APCD provides the emissions factors and documentation for how they developed them. CDOT convenes IACT and SMCG and support to Transportation Commission. There is a provision to allow reliance on a previous analysis, similar to the federal conformity process. CDOT requested adding that IACT can provide comment on using previous analyses.

Stephens asked to confirm that the NFRMPO can change data received from CDPHE. Bornhoft noted going through the process for the *2045 RTP 2022 Update* taught staff potential issues, and this provides more

support to address that. Olson asked if there is NFRMPO representation on IACT and SMCG. Bornhoft stated Becky Karasko is the representative on IACT, and Bornhoft is on the SMCG.

Planning Council confirmed Director Mallette can sign the IGA on behalf of the NFRMPO.

Metropolitan Planning Organization (MPO) Agenda

Chair James opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

There was no report.

Executive Director Report

Mallette reviewed the Legislative Report included in the handouts that generated robust discussion on the various Bills. Of note, HB23-1101 would provide full funding reimbursement to participating transit agencies instead of the 80 percent and allow advertising and marketing reimbursements. Rennemeyer noted CML is hosting the Legislative Discussion on February 16, 2023.

Mallette reviewed the proposed Census Urbanized Areas including the Fort Collins Transportation Management Area (TMA) and Greeley Urbanized Area.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

Q4 2022 TIP Modifications

A written report was provided.

CONSENT AGENDA:

No items.

ACTION ITEMS:

FY2023 Transfort Program of Projects (POP) – Katlyn Kelly, Transfort, presented the FY2023 Program of Projects. Fort Collins is the Designated Recipient of FTA funds for the Fort Collins TMA, which includes the NFRMPO, COLT, and Berthoud. Funds are awarded based on formula funds and are not competitive. Kelly reviewed the usage of FTA \$5307, \$5310, and \$5339. Fort Collins distributes the funds through a formula that considers population and revenue miles. Loveland became the Designated Recipient for \$5307 and \$5339 funds in the City. Kelly noted the funds have been updated based on appropriations released by FTA. Transfort placed a public notice in the Coloradoan for a public meeting with a virtual attendance option and received no negative comments. TAC discussed the FY2023 Transfort POP at their January 18, 2023 meeting and recommended Planning Council approval.

Mallo **moved** to approve *RESOLUTION NO. 2023-02 REVISING THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY23*. The motion was **seconded** by Stephens and **passed** unanimously.

January 2023 TIP Amendment – Cunningham reviewed the projects included in the January 2023 TIP Amendment from CDOT and the NFRMPO, including the projects receiving Additional Allocations that Planning Council approved at their January 5, 2023 meeting. The public comment period opened on January 11, 2023 and closes on February 10, 2023. An environmental justice analysis is included in the packet. TAC recommended Planning Council approve the TIP amendment dependent on public comment.

Olson **moved** to approve *RESOLUTION NO. 2023-03 APPROVING THE JANUARY 2023 AMENDMENT TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Baszler and **passed** unanimously.

2019-2023 NFRMPO Targets for Safety Performance Measures – Cunningham reviewed her presentation from the January 5, 2023 Planning Council meeting and explained the NFRMPO can set targets for the region or support the State's targets. TAC recommended supporting the State's targets. The resolution acknowledges the Safety Vision Toward Zero Death Policy, that no deaths are acceptable on roads, and the NFRMPO will continue to identify and prioritize potential funding for safety improvements. Stephens noted Larimer County received Safe Streets for All (SS4A) funds to do a Safety Action Plan, which means the County can apply for more funds in the future, and Cunningham noted Greeley received an SS4A grant as well. Olson asked how the NFRMPO compares to the State. Cunningham reviewed the methodology for how the NFRMPO compares to the State. Olson noted his interest in seeing how the NFRMPO compares to other MPOs.

Stephens **moved** to approve *RESOLUTION NO. 2023-04 TO SET TARGETS BY SUPPORTING THE 2019-2023 TARGETS ESTABLISHED BY CDOT FOR THE SAFETY PERFORMANCE MEASURES*. The motion was **seconded** by Mallo and **passed** unanimously.

FY2022-2023 Unified Planning Work Program FY2023 Task Amendment #1 – Karasko noted the Task Amendment #1 was discussed at the December 2022 meeting and was delayed in expectation of additional funds, which have not occurred yet. Karasko reviewed updates to the request since it was discussed at the December 2022 Planning Council meeting: use \$25,000 for support of the Land Use Model and use \$5,000 for data for the Regional Travel Demand Model (RTDM); and inclusion of \$250,000 in State MMOF funds. The budget amendment was approved in November 2022, and the additional MMOF funds were part of the July 2022 TIP Amendment. Once approved, NFRMPO staff will submit a packet to CDOT for final approval and access to the funds.

Mallo **moved** to approve *RESOLUTION NO. 2023-05 APPROVING THE FIRST AMENDMENT TO THE FY2023 TASKS AND BUDGET OF THE FY2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP)*. The motion was **seconded** by Canonico and **passed** unanimously.

PM2: Pavement and Bridge Condition and PM3 System Performance – Rouser noted the NFRMPO approves targets every four years, unless needed at a two-year interval. TAC recommended Planning Council support the State targets.

Mallo **moved** to approve *RESOLUTION NO. 2023-06 TO SET TARGETS BY SUPPORTING THE TARGETS ESTABLISHED BY CDOT FOR THE PAVEMENT AND BRIDGE CONDITION MEASURES (PM2) AND PERFORMANCE OF NHS, FREIGHT, AND CMAQ MEASURES (PM3) TARGETS*. The motion was **seconded** by Canonico and **passed** unanimously.

DISCUSSION ITEMS:

2050 Regional Transportation Plan (RTP) – Gordon described the 2050 RTP timeline, chapters, and complementary plans and efforts prior to Planning Council adoption in September 2023. Planning Council asked for clarification on how the model incorporates induced demand, the difference between aggregate and disaggregate models, and how Work from Home has changed and will be incorporated. Bornhoft noted NFRMPO staff is working with its modeling consultant to incorporate better and more recent data, do more validation, and increase analyses the model can complete. Bracke asked if the improvements to the model implement the funds from the Transportation Commission (TC), and Bornhoft responded the TC funds are being used for these improvements. Olson asked if NFRMPO staff will work with elected officials in identifying and prioritizing projects. Gordon responded NFRMPO staff have requested data from TAC

members and are in the early stages of setting up meetings with elected officials more broadly than just NFRMPO Council representatives.

COUNCIL REPORTS:

Transportation Commission – Bracke stated there was a discussion about potential funding to complete I-25 Segment 5. Transportation Commission will meet in person in February. Bracke will find out more information about the Transit Vision exercise that CDOT will lead.

CDOT R4 Update – Thomas stated construction has slowed down on I-25 because of weather, but CDOT expects substantial completion of I-25 Segments 7 and 8 by the end of 2023. The east Frontage Road south of SH402 will be closing for three months for construction of a bridge. Progress is being made at the Centerra Mobility Hub, including sidewalks and plaza areas which have been completed. Demolition of the southbound Poudre River bridge has been completed, and construction has begun on the trail under the bridge. CDOT is moving forward on the final construction package, which will include a five-legged roundabout at LCR16, which will require a 90-day closure from April to June. The Design RFP for Segment 5 was released, with selection expected in March and onboarding in April. \$350M in funding has been identified, with the first construction project starting in Q1 2024. CDOT is developing interim intersection improvements at WCR17. The MERGE project continues to pursue funding in partnership with Greeley. Design is being finalized for Phase 1 improvements at Spaghetti Junction. The FY2024-2026 TAP Call for Projects is officially open with guidance documents and applications posted on the CDOT website.

Colorado Transportation Investment Office (CTIO) – A written report was provided.

I-25 Coalition – James stated the I-25 Funding Subcommittee has reformed to discuss ideas for potential funding. James noted there is discussion of applying for a MEGA grant.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated CTIO staff presented on the Central 70 Tolling Equity Program, which builds equity around the project that had major impacts on local communities. The program will provide residents with either transit passes or free tolls. Stephens added Gordon presented on the NFRMPO Regional Transit Corridors. So far, NAAPME has \$2.2M in revenue from its two fees. The next meeting is February 23, where the Board will approve the budget and discuss increases in fee levels in line with the inflation index.

Front Range Passenger Rail District – Olson stated the Board is discussing how to get through its Strategic Plan, and the Rail District will start a Program Development Plan to identify projects to make progress.

Host Council Member Report – James stated Weld County received \$1,091k in STBG with the Town of Eaton for the WCR74 and WCR33 roundabout, which will be substantially complete by September 2023. Weld County will start construction on the roundabout at County Line Rd and Freedom Parkway in partnership with Larimer County in 2024. Weld County received a DOLA Energy impact grant to improve the bridge at WCR54 and WCR13A, with construction starting in the fall.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:06 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
February 15, 2023**

APPROVAL OF THE JANUARY 18, 2023 TAC MINUTES

Relford moved to approve the January 18, 2023 TAC minutes. Donaldson seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft stated the IGA for GHG modeling is in its final stages of approval. Karasko reported the RAQC has a new TAC representative, Tom Moore.

PRESENTATION

CSU 2023 Transportation Demand Management Master Plan Update – Aaron Fodge, CSU, gave an overview of the TDM Master Plan, previously called the Parking and Transportation Plan, outlining the purpose and components of the plan, outreach strategies, and timeline. Mallette asked about the coordination between the City of Fort Collins and CSU. Fodge stated there is a great amount of coordination between the two entities to complete projects which benefit the greater community.

DISCUSSION ITEMS

Regional Performance Measures – Rouser explained the background of how the Regional Performance Measures are related to the Goals, Objectives, Performance Measures, and Targets (GOPMT). Rouser outlined the eight Regional Performance Measures, proposed updates, and Staff's recommendation for targets. Rouser noted the proposed target for ITS devices might change as further data comes in from the local communities.

2050 Regional Transportation Plan (RTP) – Cunningham gave an overview of the 2050 RTP including the purpose and Federal requirements for the Plan and Staff's proposed outline. Bornhoft provided an update on the two models and stated more information will be presented to the Model Steering Team on February 23 and a future presentation on modeling will be given to the Planning Council due to their interest during the discussion at their February meeting. Cunningham reviewed the outreach Staff is doing for the Corridor Visioning portion of the RTP which includes an online mapping activity, presentations to local agencies, and tabling events at libraries throughout the region.

2023 Congestion Management Process (CMP) – Bornhoft reviewed the Federal requirements for a CMP to address strategies for reducing congestion. Bornhoft outlined the components of the CMP including strategies, performance measures, and an analysis of congested corridors. Bornhoft noted MPOs within nonattainment areas must complete an analysis or travel demand reduction and operational management strategies prior to Federal funds being programmed to a capacity expansion project. Bornhoft reviewed the timeline for CMP development including anticipated adoption in late summer 2023.

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

February 16, 2023

3:00 p.m.

Microsoft Teams

Members	Staff
Jon Mallo	Suzette Mallette
Mark Clark	Rachel Stillwell
Johnny Olson	Barbara Bills
	Cory Schmitt
	Becky Karasko
	Michelle Edgerly-Go Figure

The meeting was called to order by Mallo at 3:02 p.m.

Approval of Minutes:

Clark made the motion to approve the January 19, 2023, meeting minutes, and Mallo seconded.

4th Quarter Unaudited Financials:

Stillwell, accompanied by Edgerly and Mallette, presented the MPO and VanGo 2022 fourth quarter unaudited financial statements. Discussion included highlighting pass through funds, VanGo expenses fronted by the MPO and vice versa, and the Capitalized Equipment/Vehicles and getting year end entries completed in preparation for audit. Mallo questioned the total dollars in investments. It was explained the funds were for both VanGo and the MPO and were in the Colorado Trust Account as true investments.

Clark moved to accept the 4th Quarter Unaudited Financials and Olson seconded. It passed unanimously.

The meeting was adjourned at 3:18 p.m.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

February 9, 2023

Attendees: York, Brad Ragazzo, Gary Strome

Staff: Alex Gordon, AnnaRose Cunningham, Medora Bornhoft

Congestion Management Process

Bornhoft introduced the Congestion Management Process, which ties together data analysis and strategies to address congestion in the region. The CMP is flexible but must contain methods to monitor and evaluate performance; define objectives and measures; monitor and collect data; evaluate anticipated performance and expected benefits; implementation schedule, responsibilities, and funding sources; and an assessment process to see how the strategies work. Federal regulations define types of CMP strategies, which the NFRMPO has categorized into six tiers, with increased system capacity being the last strategy. Bornhoft explained some of the performance measures, including Travel Time Index (TTI), Travel Time Reliability (TTR), and Truck Travel Time Reliability (TTTR).

York asked if the crash performance measure was all crashes or categorized by severity. Bornhoft stated the CMP looks at all crashes while the RTP looks at serious injury and/or fatality. York asked if the CMP would relate to vision zero efforts. Bornhoft and Cunningham explained the Safety Vision: Toward Zero Death policy. Ragazzo asked if there are plans in place to address choke points, specifically the area around I-25 and Harmony Road. He suggested looking at key intersections and identify potential improvements. York suggested tying together the presentation slides with parts of the CMP to make it easier to digest.

Data in Transportation Planning

Gordon and Cunningham explained some sources of data the NFRMPO uses, including Streetlight, National Performance Management Research Data Set (NPMRDS), household travel surveys, and outreach. Ragazzo suggested comparing INRIX/NPMRDS data to where and when crashes are happening.

2050 RTP: Corridor Visioning

Cunningham walked through the Corridor Visioning exercise that NFRMPO staff have been working on. A new generic survey allows people to provide feedback without having to go through the entire exercise. Cunningham noted NFRMPO staff will be going throughout the region to promote the Corridor Visioning exercise, including by tabling events and through social media.

Cunningham reviewed upcoming meeting topics, including a possible event at Library Trivia in Windsor on March 9 in lieu of the normal CAC meeting.

The meeting adjourned at 7:05 p.m.



NORTHERN COLORADO – SOUTHERN WYOMING TRANSIT FEASIBILITY STUDY

NFRMPO Council Meeting

March 2, 2023



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1



- 1 Study Background
- 2 Transit Market Analysis
- 3 Alternatives Development and Screening Process
- 4 Screening Results
- 5 Service Model Development and Costing Considerations
- 6 Next Steps

2

2



CO-WY Transit Study Background

3

PROJECT OVERVIEW

BACKGROUND

- Joint study to consider transit between Cheyenne and North Front Range (NFR) communities
- Partnership between Cheyenne MPO, WYDOT, and CDOT
- Project kicked off in March 2022
- Report and recommendations finalized in December 2022



4

VISION AND EXPECTATIONS

Conduct a feasibility analysis to examine a transit connection between the North Front Range and Cheyenne.

- Examine regional transit markets and demand
- Perform a transit propensity analysis to identify potential transit users
- Provide inclusive and accessible stakeholder engagement
- Examine service models, route options, technologies
- Develop transit service recommendations
- Provide conceptual level capital & operating costs



5

ENGAGEMENT PROCESS

Stakeholder Interviews

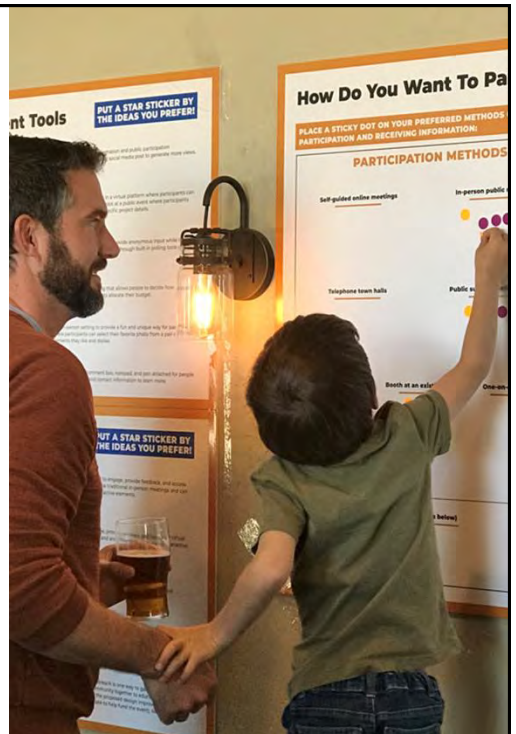
- Key stakeholders
- Policymakers
- Business representatives
- Potential transit users

Guidance Committee

- Partner and Agency/ Jurisdiction Technical Staff
- Advocacy/ Interest Group Representatives

Community Engagement

- Multicultural
- Project website
- On-line open houses
- Promotional Toolkits



6

2

Transit Market Analysis

7

TRANSIT MARKET ANALYSIS OVERVIEW

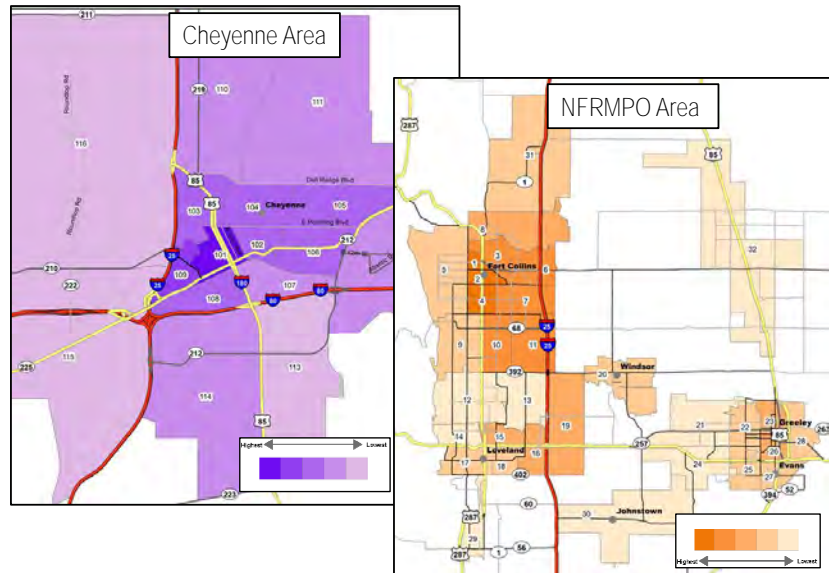
- Evaluate transit market data to measure the potential current and future demand for the proposed service
- Combination of data used: Big Data, Travel Demand Models, US Census Data
- Analyzed existing and future travel patterns and demographics



8

BIG DATA ANALYSIS

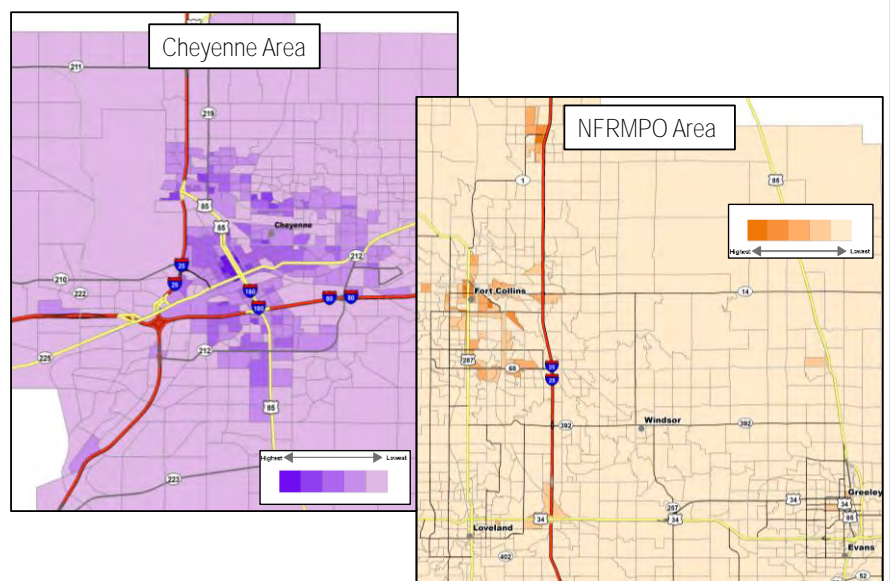
- StreetLight Data:
 - Big data provider – cell phone data
 - Existing or historic data
 - Anonymized trip data showing origin-destination patterns
- Daily trips traveling between Cheyenne area and NFR MPO zones
- Trip data normalized by zone area



9

TRAVEL DEMAND MODEL ANALYSIS

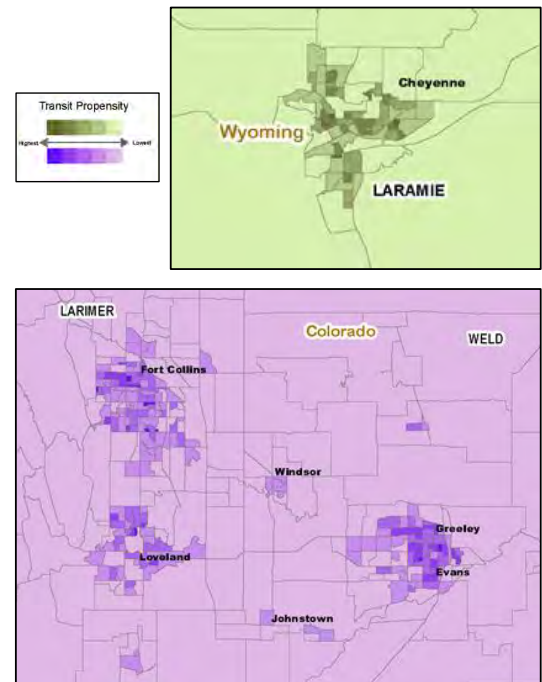
- Travel Demand Models:
 - Cheyenne MPO
 - North Front Range MPO
 - CDOT Statewide Model
- Daily Vehicle Trips:
 - NFRMPO (2015) and Cheyenne model (2019)
 - Trips to/from model areas that cross CO-WY border via I-25 & US 85



10

TRANSIT PROPENSITY ANALYSIS

- Index based on 9 demographic characteristics:
 - Zero vehicle households
 - Youth/College-Age (10-24)
 - Senior (60+)
 - People with a Disability
 - Low-income
 - People of Color
 - People with Limited English Proficiency
 - Veterans
 - People Living in Military Quarters
- Scores weighted by population and normalized by block group area
- Transit propensity scale is different for Colorado and Wyoming

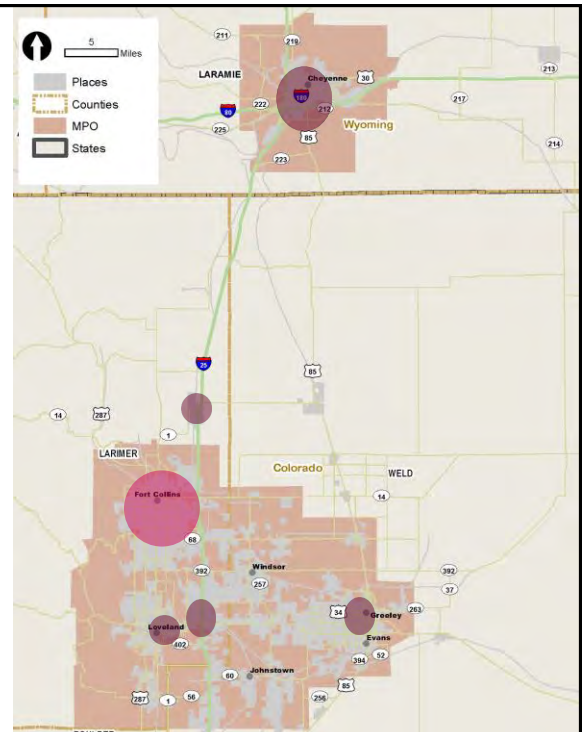


11

TRANSIT FOCUS AREAS

Key focus areas to consider for transit service determined through synthesis of three evaluations.

- Cheyenne Area:
 - Downtown
 - East of Downtown
 - Frontier Mall / North of Airport
 - South Greeley
- Northern Colorado:
 - Downtown Fort Collins / CSU Campus
 - I-25 Corridor / Centerra
 - Downtown Loveland
 - Downtown Greeley
 - Wellington



12

TRANSIT MARKET FINDINGS



High Transit Market Trip
Generation Area

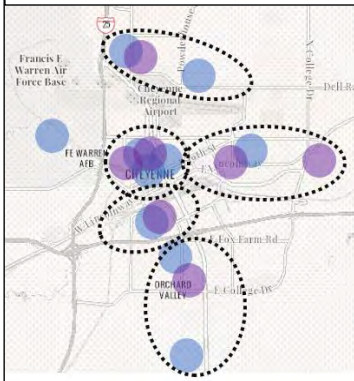


High Transit
Propensity Area

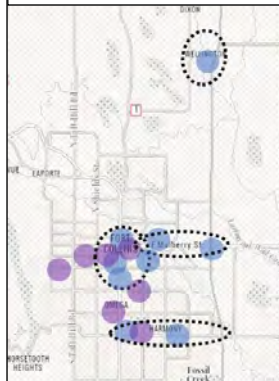


Transit Market
Hot Spot

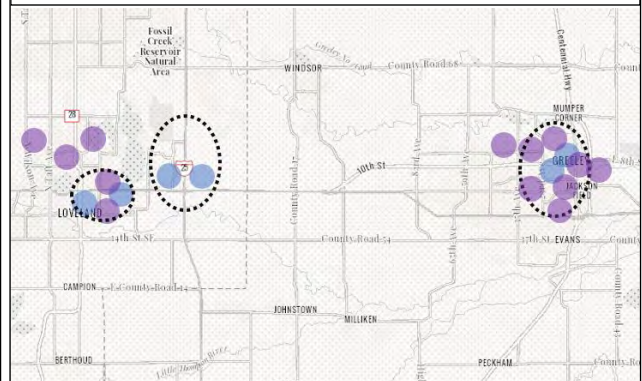
CHEYENNE AREA



FT COLLINS AREA



LOVELAND / GREELEY AREA



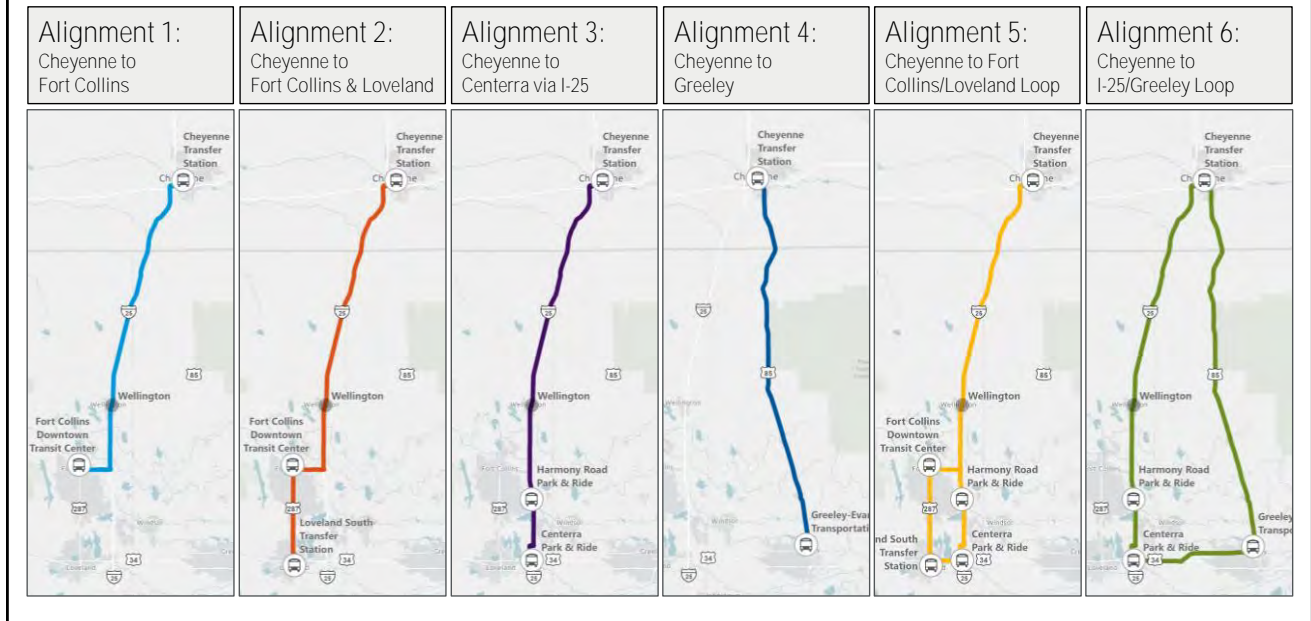
13

3

Alternatives Development and Screening Process

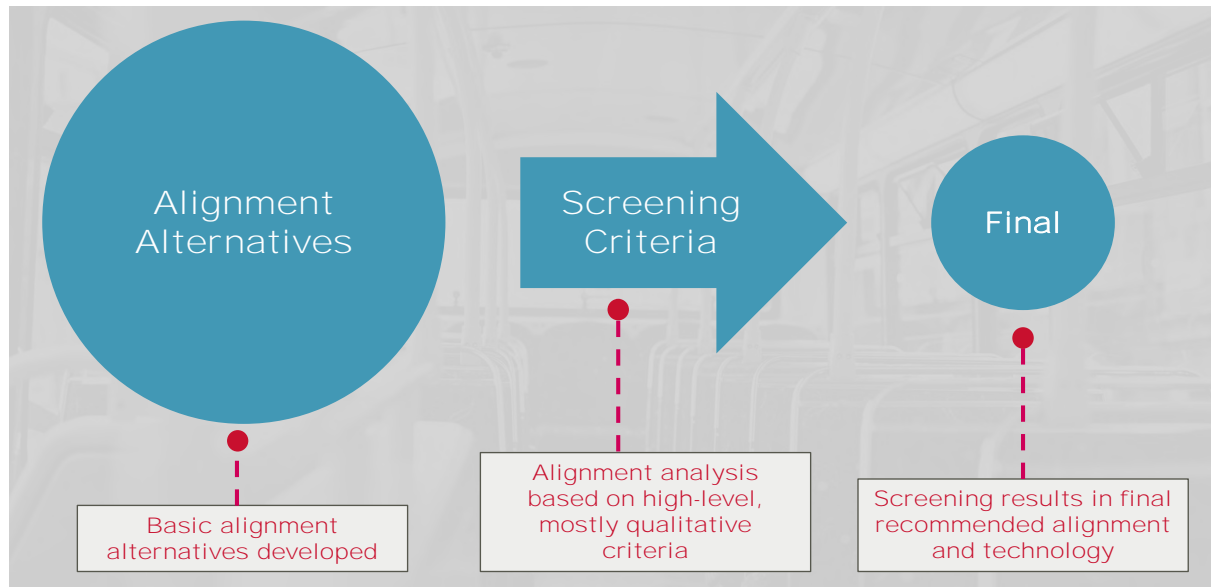
14

INITIAL ALIGNMENT OPTIONS



15

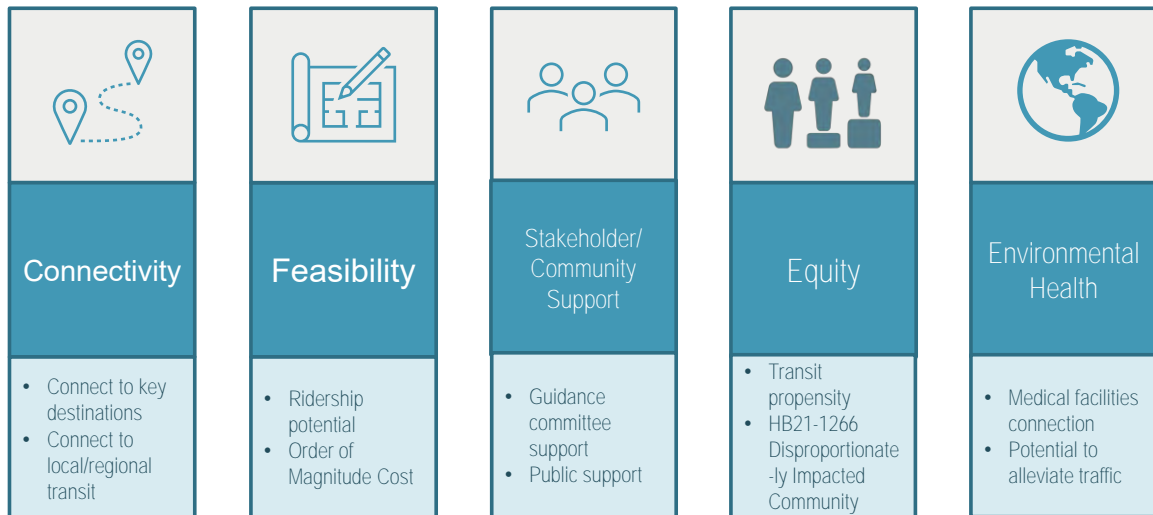
ALTERNATIVES SCREENING PROCESS



16

ALTERNATIVES SCREENING PROCESS

SCREENING CRITERIA



17

4

Screening Results

18

STAKEHOLDER/COMMUNITY SUPPORT

GUIDANCE COMMITTEE FEEDBACK:

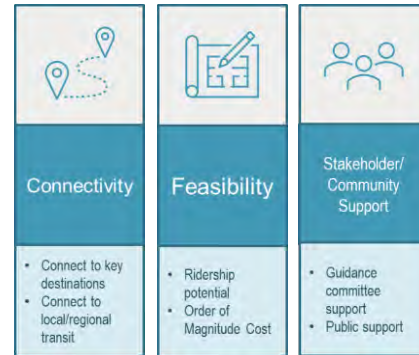
Alignment Preferences

- Alignment 1 – Cheyenne to Fort Collins
- Alignment 3 – Cheyenne to Centerra via I-25
- Alignment 2 – Cheyenne to Fort Collins/Loveland



Screening Criteria Priorities

- Connectivity
- Feasibility
- Stakeholder/Community Support



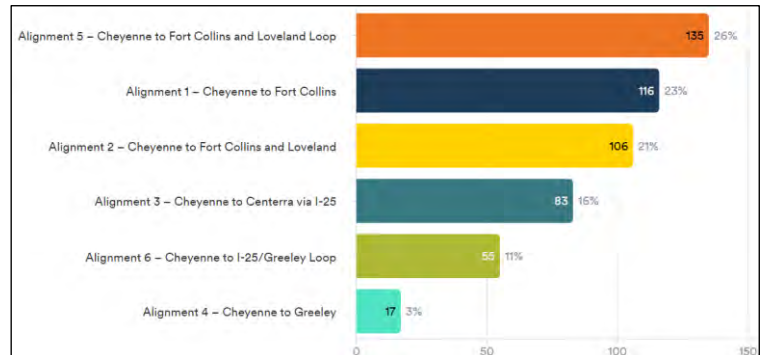
19

STAKEHOLDER/COMMUNITY SUPPORT

ONLINE PUBLIC MEETING FEEDBACK:

Alignment Preferences

- Alignment 5 – Cheyenne to Fort Collins/Loveland Loop
- Alignment 1 – Cheyenne to Fort Collins
- Alignment 2 – Cheyenne to Fort Collins/Loveland



20

SCREENING RESULTS

ALIGNMENT	TOTAL SCORE	CONNECTIVITY SCORE	FEASIBILITY SCORE	STAKEHOLDER / COMMUNITY SUPPORT SCORE	EQUITY SCORE	ENVIRONMENTAL HEALTH SCORE
1 - Cheyenne to Fort Collins						
2 - Cheyenne to Fort Collins & Loveland						
3 - Cheyenne to Centerra via I-25						
4 - Cheyenne to Greeley						
5 - Cheyenne to Fort Collins/Loveland Loop						
6 - Cheyenne to I-25/Greeley Loop						

Lower Score Higher Score

21

SCREENING RESULTS

RECOMMENDED ALIGNMENT – ALIGNMENT 1

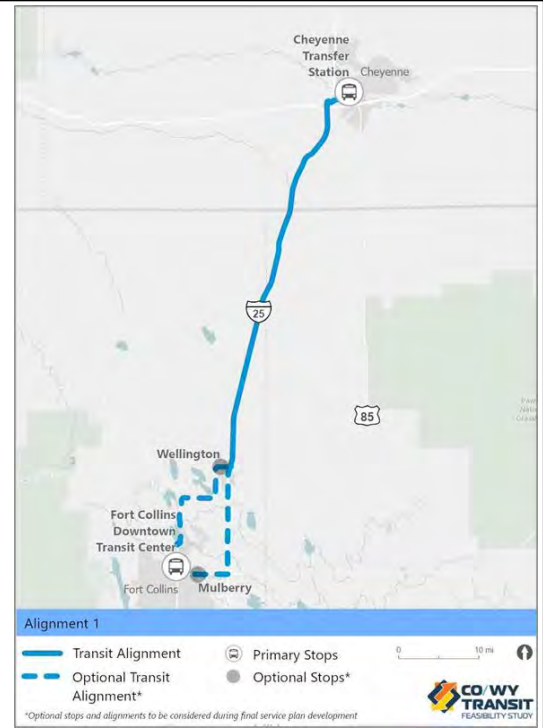
- Connectivity: Stops at major hubs/activity centers
- Feasibility: Serves highest trip patterns at lowest overall cost
- Stakeholder/Community Support: Supported by stakeholders and public
- Equity: Serves high transit user/EJ communities
- Environmental/Health: Highest environmental score

ALIGNMENT	TOTAL SCORE	CONNECTIVITY SCORE	FEASIBILITY SCORE	STAKEHOLDER / COMMUNITY SUPPORT SCORE	EQUITY SCORE	ENVIRONMENTAL HEALTH SCORE
1 - Cheyenne to Fort Collins						

22

FINAL RECOMMENDED ALIGNMENT

- Optional route alignments from Fort Collins to Wellington:
 - Via US 287 & SH 1
 - Via Mulberry St (SH 14) & I-25
- Optional Stop Locations:
 - Wellington
 - Along Mulberry St east of downtown Fort Collins



23

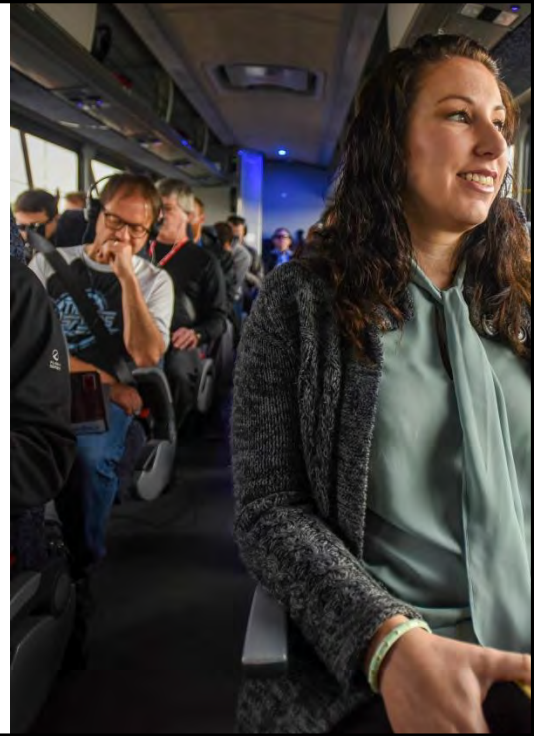
5

Service Model Development and Costing Considerations

24

TRANSIT VEHICLE TECHNOLOGY

- Technology considered: bus, vanpool, rail, etc.
- Why regional/express bus is preferred:
 - Length of route
 - Express (or coach service) bus provides comfort & amenities for longer trips
 - Short-term implementation is relatively easy
 - Demand warrants a fixed route
 - Public/stakeholder comments
 - Flexible – can be adjusted if necessary



25

PROPOSED SERVICE PLAN

- Considerations:
 - Industry standards for service type
 - Expansion service levels identified for Bustang North & South Lines (I-25 corridor)
- Trips can be evenly distributed throughout day or focused in peak travel periods



Route	Weekday	Saturday/Sunday
Cheyenne to Fort Collins	12 roundtrips	8 roundtrips

26

ANNUAL OPERATING COST ESTIMATE

- Assumptions:
 - Average operating speed: 45 mph
 - Layover time: 20%
 - Cost/revenue hour: \$160 (CDOT Bustang 2019)
 - No farebox recovery assumptions made



Roundtrip Length (Miles)	Roundtrip Run Time (Minutes)	Annual Revenue Miles	Annual Revenue Hours	Annual Gross Operating Cost
91.5	123	360,144	9,709	\$1,554,000

27

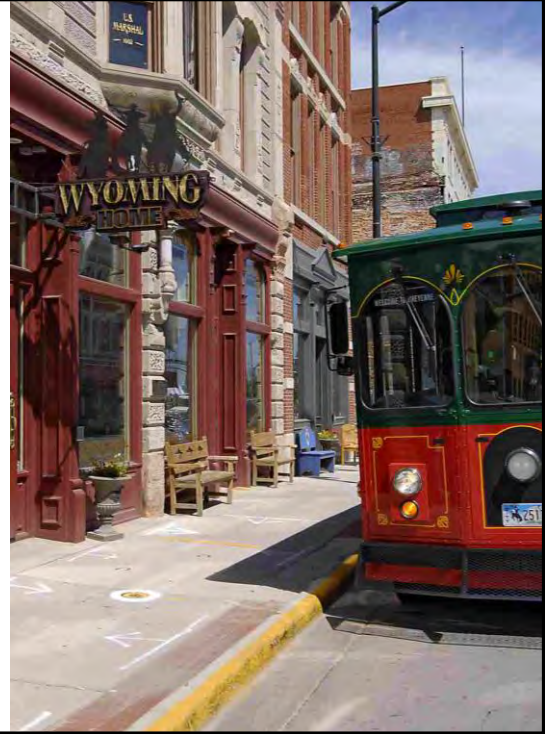


Next Steps

28

CO-WY TRANSIT – NEXT STEPS

- 1 Identify Project Champion
- 2 Identify Potential Providers
- 3 Finalize Transit Service Plan
- 4 Detailed Cost Estimates
- 5 Planning and Governance
- 6 Identify Potential Funding Sources



29

FUNDING STEPS

- Finalize Transit Service Plan
- Developed Detailed Cost Estimates
- Planning and Governance
 - Define Partnerships
 - Letters of Support
 - Identify Owner
- Identify Potential Funding Sources
 - Federal Funding
 - Federal Formula Funds
 - Competitive Grant Opportunities
 - Local Funding
- Apply for Funding Grants



30

Questions?

31

HDR

32



MEMORANDUM

To: NFRMPO Council

From: Michelle Edgerley & Rachel Stillwell

Date: February 21, 2023

Re: CY 2022 4th Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 4th Quarter of Calendar Year 2022 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting.)

MPO Highlights-4th Quarter

The fourth quarter MPO financials for both revenue and expenses are catching up as CDOT billings have been submitted.

Items will be reconciled with the calendar year end in preparation for Audit. Items included in this reconciliation are payroll accruals and inter-company payables/receivables.

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

VanGo™ Highlights-4th Quarter

Revenue from fares is significantly reduced due to continuing impacts for COVID-19 but slowly beginning to return.

Sale prices for fleet vehicles increased due to demand.

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

Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2022 Fourth Quarter Unaudited Financial Statements dated December 31, 2022.



Notes

Note 1:

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

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2022 indirect cost rate was calculated using the 2020-2021 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

Metropolitan Planning Organization
Statement of Net Position
For the Twelve Months Ending December 31, 2022

ASSETS	
Cash and Cash Equivalents	\$344,066
Cash-Savings	
Investments	674,480
Receivables	377,495
Prepays	19,450
Due From Other Funds	174,569
Capital Assets, net	8,608
Grant Receivables for Long Term Liabilities	
Total Assets	<u>1,598,668</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	229,804
Deferred Revenue	(165,085)
Advances From Other Funds	691,219
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	41,493
Total Liabilities	<u>797,431</u>
FUND BALANCE	
Unreserved	826,629
Current Year Revenue over (under) Expenditures	(25,392)
Total Fund Balance	<u>801,237</u>
Total Liabilities and Fund Balance	<u>1,598,668</u>

METROPOLITAN PLANNING ORGANIZATION
Statement of Revenue, Expenditures, and Changes in Fund Balance
For the Twelve Months Ending December 31, 2022

	2022 December	2022 Year to Date	2022 Budget	Variance	% Complete	
REVENUE						
FHWA-Federal Income-CPG	\$268,620	\$758,411	\$760,795	\$2,384	100%	
FHWA-Federal Income-STBG	11,937	60,664	459,918	\$399,254	13%	
FTA-Federal Income-5310	55,333	117,628	54,000	(\$63,628)	218%	
State Funds_MMOF	41,515	190,965	264,884	\$73,919	72%	
State Planning Funds	5,572	26,425	120,000	\$93,575	22%	
State-CDPHE	0	3,971	25,000	\$21,029	16%	
State-FASTER	0	(1,473)		\$1,473		
State TSV						
<i>Subtotal Grant Revenue</i>	382,977	1,156,591	1,684,597	528,006	69%	
Local Match-Member Entities	116,066	456,534	272,145	(184,389)	168%	
100% Local	0	1,272	1,840	568	69%	
Transfer from VanGo	0	(4,834)	264,884	269,718	-2%	(1)
<i>Subtotal Local - All Sources</i>	116,066	452,972	538,869	85,897	84%	
Other Funds						
City of Fort Collins Funds	36,286	36,286	26,901	(9,385)	0%	
<i>Subtotal Revenue from Other Sources</i>	36,286	36,286	26,901	(9,385)	135%	
Miscellaneous Revenue						
Interest Earned	6,046	10,967	0	(10,967)	0%	
Use of Reserves						
<i>Subtotal Other Revenue Sources</i>	6,046	10,967	0	(10,967)	0%	
Total Revenue- Combined Sources	541,375	1,656,816	2,250,367	593,551	74%	
EXPENDITURES/EXPENSES						
Administration	47,414	157,646	218,917	61,271	72%	
Transportation Planning	196,756	686,419	795,712	109,293	86%	
Mobility Management	21,901	63,741	36,828	(26,913)	173%	
<i>Subtotal Payroll Expense</i>	266,071	907,806	1,051,457	143,651	86%	(2)
Professional Services & Consulting	125,530	521,147	895,253	374,106	58%	(3)
<i>Subtotal professional Services & Consulting</i>	125,530	521,147	895,253	374,106	58%	
Insurance Expense	915	2,745	3,606	861	0%	
Office Furniture/Equipment (non-cap)	130	2,548	9,027	6,479	28%	
Office Supplies	233	993	1,691	698	59%	
Communications (phone/data/fax)	4,354	16,482	15,903	(579)	104%	
Postage	54	316	701	385	45%	
Rent	42,023	171,070	166,376	(4,694)	103%	
Other Operating Costs	0	817	5,294	4,477	15%	
Dues, licensing and Subscriptions	915	11,405	10,692	(713)	107%	
Maintenance Contracts - Copier maintenance/usage	3,579	12,565	16,911	4,346	74%	

METROPOLITAN PLANNING ORGANIZATION
Statement of Revenue, Expenditures, and Changes in Fund Balance
For the Twelve Months Ending December 31, 2022

Software maintenance	1,315	44,010	100,550	56,540	44%	
Outreach	14,822	23,772	4,885	(18,887)	487%	
Other Operating Costs	1,794	6,847	5,924	(923)	116%	
Event/Meeting Expense	1,061	3,812	11,349	7,537	34%	
Indirect Costs	(20,622)	(68,536)	(104,626)	(36,090)	66%	(4)
Travel/Conference/Training Expense	5,864	14,218	47,876	33,658	30%	
Capitalized Equipment /Vehicles	10,191	10,191	7,500	(2,691)	136%	(5)
<i>Subtotal Other Expenses</i>	66,628	253,255	303,659	50,404	83%	
Total Expenditures/Expenses	458,229	1,682,208	2,250,369	568,161	75%	
Excess(Deficiency of Revenue over Expenditures)	83,146	(25,392)	(2)	25,390	-1%	

- 1) Audit Adjustment - Due To/From MPO - VanGo to be recorded (adjust balances to actual @ 12/31/2022)
- 2) Audit adjustment - accrual to record 1st week of January 2023 payroll & accrued leave @ 12/31/2022 to be recorded
- 3) Invoices paid for Computer Consulting, Accounting Support, Financial Audit, Mobility & Planning
- 4) Indirect cost allocation recorded & MPO credited for funds paid on behalf of entire organization
- 5) Audit adjustment - equipment purchases will be reclassified to an asset and annual depreciation recorded

VanGo
Statement of Net Position
For the Twelve Months Ending December 31, 2022

ASSETS

Cash and Cash Equivalents	\$834,383
Investments	4,159,281
Receivables	604,618
Advances to Other Funds	691,219
Capital Assets, net	467,959
Total Assets	<u>6,757,460</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	77,965
Due to Other Funds	174,569
Accumulated Leave - Due in less than one year	7,180
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	3,932
Total Liabilities	<u>263,646</u>

FUND BALANCE

Unreserved	5,853,211
Current Year Revenue over (under) Expenditures	640,603
Total Fund Balance	<u>6,493,814</u>

Total Liabilities and Fund Balance	<u>6,757,460</u>
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VANGO
Revenue, Expenditures Changes in Fund Balance
For the Twelve Months Ending December 31, 2022

	2022 December	2022 Year to Date	2022 Budget	Variance	% Complete	
REVENUE						
State - FASTER Funds	29,259	29,259	0	(29,259)	0.00%	
Program Revenue - Fares	69,812	161,692	167,524	5,832	96.52%	
Sale of Vehicles	112,600	261,355	80,000	(181,355)	326.69%	(1)
City of Fort Collins Funds	609,002	609,002	508,886	(100,116)	119.67%	(2)
<i>Subtotal VanGo Revenue-All Sources</i>	<i>820,673</i>	<i>1,061,308</i>	<i>756,410</i>	<i>(304,898)</i>	<i>140.31%</i>	
Interest Earned	39,758	72,160		(72,160)	0.00%	
<i>Subtotal Other Revenue Sources</i>	<i>39,758</i>	<i>72,160</i>		<i>(72,160)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	860,431	1,133,468	756,410	(377,058)	149.85%	
EXPENDITURES/EXPENSES						
Fleet Expense						
Fleet Insurance	22,694	91,768	104,299	12,531	87.99%	
Fleet Motor Fuel & Oil	13,638	58,511	55,212	(3,299)	105.98%	
Fleet Repairs & Maintenance	10,195	55,752	85,071	29,319	65.54%	
Fleet Repairs & Maint-Insurance Deductible	0	3,500	5,830	2,330	60.03%	
Guaranteed Ride Home	0	0	200	200	0.00%	
Fleet Other	561	2,545	1,909	(636)	133.32%	
<i>Subtotal Fleet Expense</i>	<i>47,088</i>	<i>212,076</i>	<i>252,521</i>	<i>40,445</i>	<i>83.98%</i>	
VanGo Payroll	30,039	102,850	138,227	35,377	74.41%	(3)
Professional Services and Consulting	0	0	1,100	1,100	0.00%	
Communications (phone/data/fax)	0	0	50	50	0.00%	
Postage	8	8	16	8	0.00%	
Credit Card Fees	1,543	6,737	10,000	3,263	67.37%	
Other Office operating	0	0	1,078	1,078	0.00%	
Dues, Licensing and Subscriptions	3,650	4,757	1,028	(3,729)	462.74%	(4)
Maintenance Contracts	55	22,893	28,443	5,550	80.49%	
Bad Debt	0	(94)	1,000	1,094	-9.40%	
Rideshare Promotion	2,455	10,451	40,042	29,591	26.10%	(5)
Indirect Costs	20,622	68,536	104,625	36,089	65.51%	(6)
Travel/Conference/ Training	35	295	4,553	4,258	6.48%	
Capitalized Equipment/Vehicles	0	69,190	370,000	300,810	18.70%	(7)
Transfer to MPO	0	(4,834)	264,884	269,718	-1.82%	
Budget Only - Use of Reserves	0	0	(461,159)	(461,159)	0.00%	
<i>Subtotal Other Expenses</i>	<i>28,368</i>	<i>177,939</i>	<i>364,560</i>	<i>186,621</i>	<i>48.81%</i>	
Total Expenditures/Expenses	105,495	492,865	756,408	263,543	65.16%	
Excess(Deficiency of Revenue over Expenditures)	754,936	640,603	2	(640,601)	84.69%	

1) 22 Vehicles sold at auction in 2022, 1 vehicle totaled

2) Billed City of Fort Collins for funding of 5307/5339 Programs (Exchange fund dictated by City)

3) Audit adjustment - accrual to record 1st week of January 2023 payroll & accrued leave @ 12/31/2022 to be recorded

4) Annual subscription to PayFabric (\$3,600) for payment platform recorded

5) Four payments totaling \$4,900 recorded to Recreational Electrical. Action Signs payments were less than budgeted due to less vehicles purchased in 2022 (less vehicle signage)

6) Indirect cost recorded based on monthly direct labor cost. IDC percentage (66.52%) assigned to cover overhead for the program (insurance, rent, utilities, consultants, etc)

7) Audit adjustment - vehicle purchases will be reclassified to an asset, vehicle dispositions and annual depreciation recorded

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of December 31, 2022

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Federal Expenditures	Remaining Funds	
<u>U.S. Department of Transportation</u>						
Passed through Colorado Department of Transportation						
<i>Highway Planning and Construction Cluster:</i>						
Highway Planning and Construction	20.205	22-HTD-ZL-00119	1,776,978	915,654	861,324	CPG
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	667,024	67,796	599,228	STP
Total Highway Planning and Construction Cluster			2,444,002	983,450	1,460,552	
<i>Transit Services Programs Cluster:</i>						
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	22-HTR-ZL-00166	115,000	103,122	11,878	5310 Urban
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	22-HTR-ZL-00167	28,400	28,400	-	5310 Rural
Total Transit Services Programs Cluster			143,400	131,522	11,878	
Total U.S. Department of Transportation			2,587,402	1,114,972	1,472,430	
Total Federal Financial Assistance			<u>\$ 2,587,402</u>	<u>\$ 1,114,972</u>	<u>\$ 1,472,430</u>	

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of December 31, 2022

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of December 31, 2022</i>		
		<i>MPO</i>	<i>VanGo</i>	<i>Total</i>
Cash				
1st National Bank	8629	343,991		343,991
1st National Bank	7343		834,383	834,383
Petty Cash		75		75
Total Cash		344,066	834,383	1,178,449
Investments				
COLOTRUST	8001	672,154	4,143,989	4,816,143
Total Investments		672,154	4,143,989	4,816,143
Total Savings and Investments		1,016,220	4,978,371	5,994,592

<i>Operating Reserves MPO</i>	<i>Capital Reserve VanGo</i>	<i>Reserved for Specific Use VanGo</i>	<i>Other MPO</i>	<i>Other VanGo **</i>	<i>Total</i>
			343,991		343,991
				834,383	834,383
			75		75
0	0	0	344,066	834,383	1,178,449
416,492	161,972	467,959	653,731	218,598	4,816,143
416,492	161,972	467,959	653,731	218,598	4,816,143
416,492	161,972	467,959	653,731	562,664	5,994,592

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

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko, Transportation Planning Director

Date: March 2, 2023

Re: NFRMPO 10-Year List 2050 RTP Update

Background

In early 2020, CDOT developed 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 as well as the 2045 Statewide Plan.

To ensure the NFRMPO's regional priorities were reflected in CDOT's list, the NFRMPO prioritized projects in the region. A list of 57 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, was 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 was held on January 16, 2020. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their 2045 Statewide Plan.

The NFRMPO's 10-Year List has been updated twice since 2020, once each in 2021 and 2022. To ensure the NFRMPO's 10-Year list continues to reflect the region's priorities and remains a living document in the NFRMPO's upcoming 2050 Regional Transportation Plan (RTP) currently under development, NFRMPO Staff has begun the process of reviewing the Tier 1 list to ensure any changes to the projects' status are accurately reflected and that the projects on the list are still the region's top priorities. Working with the 2050 RTP timeline, the deadline for completing this update is May 2023.

Staff reviewed the lists of projects and requested updated project information from project sponsors by Tuesday, January 31, 2023. The updated list of projects is attached to this memo and will be discussed with Planning Council at the March Planning Council meeting.



Action

NFRMPO staff would like the Planning Council's direction on the following:

- Are the six priority corridors defined in 2020 are still accurate and in the priority in the right priority?
- Are the projects reflected within those corridors accurate and reflect Council's priorities?
- Would the Council recommend focusing resources in one area or distributing 10-Year Plan funds across various projects?

This is a discussion item and Planning Council direction will inform the final list of priorities.

ROADWAY PROJECTS Tier 1						
	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20.00	
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	50.00	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

***Updated to reflect removal of N I-25 projects*

ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 2 (NOT PRIORITIZED)	US34	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	
	US34	US34 and 11 th Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	Can the priority be revisited?
	US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$9.0	
	US85	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.	Greeley/Weld County	\$10.9	
	US85	WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/ Greeley/Evans/LaSalle	\$26.5	
	US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$19.5	
	US287	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	
	SH14	SH14 and WCR23	Intersection improvements	Larimer County/Weld County	\$2.0	
	SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$4.0	
	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$4.3	Updated costs to reflect 2023 estimates.
	SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$19.1	Can the priority be revisited?

ROADWAY PROJECTS

Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Larimer County	\$29.9	
I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	
US34	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	Cost corrected to reflect current esitmate.
US34	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	
US34	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	Cost corrected to reflect current esitmate.
US34	US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	Cost corrected to reflect current esitmate.
US34	US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$33.1	
US85	US85 and 22 nd St	Texas turnaround	Greeley	\$19.6	Cost corrected to reflect current esitmate.
US85	US85 and 18 th St	Texas turnaround	Greeley	\$14.6	Cost corrected to reflect current esitmate.
US85	US85 and 16 th St	Texas turnaround	Greeley	\$16.9	Cost corrected to reflect current esitmate.
US85	US85 and 13 th St	Texas turnaround	Greeley	\$16.5	Cost corrected to reflect current esitmate.
US85	US85 and 8 th St	Texas turnaround	Greeley	\$23.5	Cost corrected to reflect current esitmate.
US85	US85 and 5 th St	Texas turnaround	Greeley	\$17.7	
US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	Loveland	\$18.10	Floodplain Analysis and improvements need to be completed first. CDOT partnering with City of Loveland to complete floodplain analysis. Likely to increase initial projected costs of \$18.1
US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	
US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	
US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$29.7	This one seems too low, can the priority be revisited?

	SH392	Highland Meadows Pkwy to Colorado Blvd. 17th St to Westgate Dr	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$25.0	<p>CDOT recommends this be moved to Tier 1 or 2 list.</p> <p>Project Limits were adjusted. SH392 widening improvements between Highland Meadows Pkwy and Westgate Dr. have been completed. The project limits between 17th St and Colorado Blvd. have been completed. The updated cost includes the following: new bridge improvements over the Cache La Poudre River, 10' wide multi-use trail, street and trail lighting, wildlife corridor improvements, and intersection improvements at Highland Meadows Pkwy and LCR 3.</p>
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TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N+25 FEIS)	Eaton / Weld County	\$3.2 (C) / \$2.4 (O)	70.27	Bustang Outrider
TIER 2	Various	North Front Range Regional Rail	New rail service	TBD	TBD		Move to Tier 3
	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
TIER 3	US34	Greeley to Fort Morgan	New CDOT Bustang service	Greeley / Weld County	\$1.7 (C) / \$1.0 (O)		
	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		

NON-MOTORIZED PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						

10-Year Strategic Pipeline of Projects

NFRMPO Planning Council



North Front Range
Metropolitan
Planning
Organization

March 2, 2023

1

Background



North Front Range
Metropolitan
Planning
Organization

- In late 2019, the Transportation Commission Developed Criteria for selecting 10-Year Plan Projects to go into the State's 10-Year Pipeline of Projects
- Planning Council approved six priority corridors in 2019:
 - I-25 • US85 • SH14
 - US34 • US287 • SH392
- A Workshop was held in January 2020 to select the projects for the Roadway, Non-Motorized, and Transit lists
- List was updated in early 2021 and January 2022



2

2



TC Criteria

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	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	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	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	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
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

3

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	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	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, 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.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, which can include supporting freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits Reduction of Greenhouse Gas Emissions	Economic Impacts Statewide Equity Social 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 the extensive collaborative process that was done during the development of the 2045 Statewide Plan and what are the reasons for deviating from priorities identified through that process? Regional flexibility / related smaller scale projects

4

4

NFRMPO 10-Year Lists

5

ROADWAY PROJECTS WITHOUT a P3 (Public-Private Partnership) on North I-25							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	350.00	1	\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR. Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	3	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	4	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity.
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	6	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	7	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	8	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	9	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	10	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	11	Final construction for the ultimate interchange configuration
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/ Berthoud/Larimer County	74.00	12	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.

*Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

5

NFRMPO 10-Year Lists

6

ROADWAY PROJECTS <i>WITH a P3 (Public-Private Partnership) on North I-25</i>							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order**	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	1	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	2	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	3	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	4	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	6	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	7	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	8	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	9	Final construction for the ultimate interchange configuration

*Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

**Updated to reflect removal of N I-25 projects

6

Why Update Now?

- To ensure the NFRMPO's 10-Year list continues to reflect the region's priorities and remains a living document.
- To ensure the Tier 1 Projects are still the priorities of the region.
- To incorporate the most current list into the 2050 RTP, currently under development.



7

7

2050 RTP Draft 10-Year List: Roadway

ROADWAY PROJECTS Tier 1						
	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20.00	
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	50.00	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity.
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	

*Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

**Updated to reflect removal of N I-25 projects

8

8

2050 RTP Draft 10-Year List: Transit



TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N+25 FEIS)	Eaton / Weld County	\$2.2 (C) / \$2.4 (O)	70.27	Bustang Outrider
TIER 2	Various	North Front Range Regional Rail	New rail service	TBD	TBD		Move to Tier 3
	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
TIER 3	US34	Greeley to Fort Morgan	New CDOT Bustang service	Greeley / Weld County	\$1.7 (C) / \$1.0 (O)		
	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		

9

9

2050 RTP Draft 10-Year List: Non-Motorized



NON-MOTORIZED PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						

10

10

Questions for Planning Council



- Are the priority corridors selected in late 2019 still the Planning Council's priorities?
 - I-25
 - US34
 - US85
 - US287
 - SH14
 - SH392
- Are the Tier 1 Projects still the priorities of the Planning Council?
- Does Planning Council feel there is a need for another Work Session to prioritize regional 10-Year Plan Projects for the 2050 RTP?

11

11

Questions?



Becky Karasko, AICP
Transportation Planning Director
bkarasko@nfrmpo.org
(970) 289-8281

12

12



MEMORANDUM

To: NFRMPO Planning Council

From: Jerome Rouser

Date: March 2, 2023

Re: 2050 RTP Goals, Objectives, Performance Measures, and Targets

Background

Starting with the 2040 RTP, the NFRMPO has adopted goals, objectives, performance measures, and targets (GOPMT) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national and regional goals. The GOPMT guides regional transportation planning policy, specifically programming of projects, planning efforts, and overall coordination. NFRMPO staff worked with TAC members in 2018 to update objectives and to draft new Regional Performance Measures for the 2045 RTP. The Regional Performance Measures are designed to reflect regional priorities not covered by the Federal Performance Measures. The Regional Performance Measures are not required by Federal Law and will be adopted in addition to the Federal Performance Measures.

The proposed GOPMT and Vision Statement were developed based on the 2045 RTP GOPMT framework and feedback from TAC and the Community Advisory Committee (CAC). The recommended Regional Performance Measures were developed based on the 2045 RTP Regional Performance Measures and feedback from local partners and stakeholders. The proposed 2050 RTP GOPMT are attached.

Action

Staff requests Planning Council review and discuss the proposed 2050 RTP Goals, Objectives, Performance Measures and Targets (GOPMT).



2050 RTP Proposed Goals and Objectives

Goal 1: Regional Health

Objective: Improve economic development, resident's quality of life, and air quality

Goal 2: Mobility

Objective: Moves people and goods safely, efficiently, and reliably on a continuous transportation system

Goal 3: Multi-Modal

Objective: Improve accessibility of and access to transit and alternative modes of transportation

Goal 4: Operations

Objective: Optimize operations, planning, and funding of transportation facilities

2050 RTP Proposed Vision Statement

Ensure the multimodal transportation system in Northern Colorado is safe, socially, and environmentally sensitive, and strengthens the region's quality of life and economic vitality.

2050 RTP Proposed Regional Performance Measures and Proposed Targets

- Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary: **At Least 75%**
- Fixed-route Revenue Hours per Capita within Service Areas: **Increase by 10%**
- Non-Motorized Facility Miles: **6,500 miles**
- Percent of Non-Single Occupant Vehicle Commuter Trips : **At least 25%**
- Daily VMT per Capita: **Daily VMT per Capita \leq 24**
- Projects Requiring more than One Extension: **>22%**
- Travel Time Index on RSCs: **90% of RSCs have a TTI \leq 1.5**
- Percent of devices connected by Fiber on RSCs: **At least 87%**

2050 RTP Goals, Objectives, Performance Measures, and Targets

NFRMPO Planning Council



North Front Range
Metropolitan
Planning
Organization

March 2, 2023

1

What is GOPMT?



North Front Range
Metropolitan
Planning
Organization

- **Goals** – Goals address the key desired outcomes for the region and are the first step in supporting the Vision Statement
- **Objectives** – Objectives are needed to support and accomplish the established goals
- **Performance Measures** – An expression used to establish targets and assess progress towards achievements of goals and objectives
- **Targets** – A quantifiable value to be achieved

2

2050 RTP GOPMT

2

Vision Statement



2045 RTP - We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

2050 RTP - Ensure the multimodal transportation system in Northern Colorado is safe, socially and environmentally sensitive, and strengthens the region's quality of life and economic vitality.

3

2050 RTP GOPMT

3

2045 RTP Goals and Objectives



Goal Area 1: Economic Development and Quality of Life

Foster a transportation system that supports economic development and improves residents' quality of life

Goal Area 2: Mobility

Provide a transportation system that moves people and goods safely, efficiently, and reliably

Goal Area 3: Multi-Modal

Provide a multimodal system that improves accessibility and transportation system continuity

Goal Area 4: Operations

Optimize operations of transportation facilities

4

2050 RTP GOPMT

4

2050 RTP Goals and Objectives



Goal 1: Regional Health

Improve economic development, residents' quality of life, and air quality



Goal 2: Mobility

Moves people and goods safely, efficiently, and reliably on a continuous transportation system



Goal 3: Multi-Modal

Improve accessibility of and access to transit and alternative modes of transportation



Goal 4: Operations

Optimize operations, planning, and funding of transportation facilities



5

2050 RTP GOPMT

5

Goals & Performance Measures



Regional Health

Improve economic development, residents' quality of life, and air quality

Mobility

Move people and goods safely, efficiently, and reliably on a continuous transportation system

Multimodal

Improve accessibility of and access to transit and alternative modes of transportation

Operations

Optimize operations, planning, and funding of transportation facilities

Performance Measures

System Performance

- CMAQ Emissions Reductions
- Non-SOV Travel
- PHED
- Regional PM**
- Percent of Non-SOV Commuter Trips
- Daily VMT per Capita

Safety Infrastructure Condition System Performance

- PHED
- Truck Travel Time Reliability
- Transit Safety Regional PM**
- Travel Time Index on RSCs

Regional PM

- Population served by paratransit
- Fixed-route Revenue Hours per Capita within Service Areas
- Non-Motorized Facility Miles
- Daily VMT per Capita

TAM

- System Performance**
- Travel Time Reliability
- PHED
- Regional PM**
- Project Delivery
- Devices Connected by Fiber
- Travel Time Index on RSCs

6

2050 RTP GOPMT

6

Regional Performance Measures



- The NFRMPO adopted the *2045 RTP* Regional Performance Measures in 2018
- The Regional Performance Measures (RPM) are designed to reflect regional priorities not covered by the Federal Performance Measures
- These measures are not required by Federal law

7

2050 RTP GOPMT

7

Proposed Regional Performance Measures



- Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary
- Fixed-route Revenue Hours per Capita within Service Areas
- Non-motorized Facility Miles
- Percent of Non-Single Occupant Vehicle Commuter Trips
- Daily VMT per Capita
- Projects Requiring more than One Extension
- Travel Time Index on RSCs
- Percent of Devices Connected by Fiber on RSCs

8

2050 RTP GOPMT

8

Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary



- **2045 RTP Target: At Least 75%**
- **2050 RTP Baseline : 63%**
- **Current Status: 68.7%**
- **2050 RTP Recommended Target: At least 75%**

9

2050 RTP GOPMT

9

Fixed-route Revenue Hours per Capita within Service Areas



- **2045 RTP Target: Increase by 10%**
- **2050 RTP Baseline: 0.65**
- **Current Status: 0.45**
- **2050 RTP Recommended Target: Increase by 10%**

10

2050 RTP GOPMT

10

Non-Motorized Facility Miles



- **2045 RTP Target: Increase by 50%**
- **2050 RTP Baseline: 3,352 miles**
- **Current Status: 4,586 miles**
- **2050 RTP Recommended Target: 6,500 miles**

11

2050 RTP GOPMT

11

Percent of Non-SOV Commuter Trips



- **2045 RTP Target: At Least 25%**
- **2050 RTP Baseline: 23%**
- **Current Status: 26.8%**
- **2050 RTP Recommended Target: At Least 25%**

12

2050 RTP GOPMT

12

Daily VMT Per Capita



- **2045 RTP Target: ≤ 24**
- **2050 RTP Baseline: 24**
- **Current Status: 24**
- **2050 RTP Recommended Target: ≤ 24**

13

2050 RTP GOPMT

13

Projects Requiring more than One Extension



- **2045 RTP Target: N/A**
- **2050 RTP Baseline: 11%**
- **Current Status: 20%**
- **2050 RTP Recommended Target: $\leq 22\%$**

The Baseline year for this measure is 2019

14

2050 RTP GOPMT

14

Travel Time Index on RSCs



- **2045 RTP Target: 90% of RSCs have a TTI ≤ 1.5**
- **2050 RTP Baseline: 90% of RSCs have a TTI ≤ 1.5**
- **Current Status: 94.9%**
- **2050 RTP Recommended Target: 90% of RSCs have a TTI ≤ 1.5**

15

2050 RTP GOPMT

15

Percent of Devices Connected by Fiber on RSCs



- **2045 RTP Target: N/A**
- **2050 RTP Baseline: 87%**
- **Current Status: 87%**
- **2050 RTP Recommended Target: $\geq 87\%$**

The baseline year for this measure is 2023; however, the baseline may change as we receive more data.

16

2050 RTP GOPMT

16

Next Steps



- **March 15, 2023: TAC Recommendation**
- **April 6, 2023: Council Action**

17

2050 RTP GOPMT

17

Questions?



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18

2050 RTP GOPMT

18


Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Location: Virtual Only

Date/Time: Thursday, February 2, 2023; 8:30 - Noon

Chair: Vince Rogalski, Gunnison Valley TPR

Recording:  February 2023 STAC Live Stream

Highlights and Action Items

- CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director
 - Keith Stefanik is the new CDOT Chief Engineer
 - Shane Ferguson is the new Region 2 Transportation Director
 - Darius Pakbaz is filling in as the Acting Division of Transportation Development Director
 - Proposed House Bill 1101 would add a provision to allow a representative of transit agencies a voting membership on the Regional Planning Commissions of Colorado's 15 Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs).
 - Coming up at TC meetings: CDOT's Annual budget with adoption in March; PD 703 updates, which governs what goes to the TC from a financial perspective; a poor pavement workshop; CDOT's fee-based fiber program; Office of Innovative Mobility (OIM) updates, OIM Update for Electric Vehicles; a TC Freight Committee update; CO119 contract management general contractor (CMGC) project delivery; Other Action Items to include: state infrastructure bank rule changes, roadway functional classification revisions, CTIO staffing increases, wrapping up the meeting with an intern report out.
 - There are plans to reach out statewide and talk to stakeholders about our transit vision and gaps and what that might look like.
- Transportation Commission (TC) Report – Vince Rogalski, STAC Chair
 - The Colorado Transportation Investment Office (CTIO) will be transferring the tolling process from contractors to CDOT.
 - Resolution 13 on the TAP selection process was adopted by the TC. Many STAC members were disappointed in this decision. Heather Sloop and Holly Williams would like to speak to the TC to represent their views. Herman Stockinger mentioned that there was staff recommendation heard and considered and the TC made changes as a result.
- Legislative Report – Herman Stockinger and Jamie Grim CDOT Office of Policy and Government Relations (OPGR)
 - Colorado still does not have representation on any federal transportation committees.
 - The Federal Debt ceiling was reached in January and negotiations will take quite some time.
- Winter Maintenance Update – CDOT's Division of Maintenance and Operations
 - CDOT takes an all hands approach to winter operations as everything depends on snow/ice control on the roads.
 - Watch Co Trip if you would like to see where operations are around the state or if you want to know where priorities are.
 - Job vacancies are decreasing due to housing stipends and CDL training programs that have been successful.
 - CDOT has already mitigated 282 avalanches along highways across the state this season.
 - More information brought to the public this year through a new CO Trip app. We are working to improve communications in all areas.

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

- 2022 Annual Accomplishments Report – CDOT’s Office of Communications
 - Key accomplishments include 107 projects completed last year, over 50% of the full 10-year plan is complete and 538 miles of rural roads have been improved.
 - Collective focus will move towards the Floyd Hill project which will be one of the largest and most impactful projects of the 10-year plan.
 - There are a wide array of projects still in progress. A list has been provided on the 10-year plan website.
- The Next Statewide Transportation Plan (Action Item) Program Distribution – Marissa Gaughan, Division of Transportation Development
 - Program Distribution coordination is scheduled to occur this summer and the STAC discussed how they prefer to participate in recommendations for the program distribution formulas that will be submitted to the TC.
 - The STAC passed a decision with no opposition to engage the entire STAC initially and not form a subcommittee unless one is determined to be needed further along during the conversations.
 - It was agreed to use time at regularly scheduled STAC meetings as much as possible.
- Transportation Alternatives (TAP) Update – Marissa Gaughan and Aaron Willis, Division of Transportation Development
 - The application period is now open and all guidance and application documents are available on the CDOT website.
- Other Business - Vince Rogalski, STAC Chair
 - The next STAC meeting is scheduled for Thursday, March 2, 2023.

	<p>MINUTES OF THE INFORMAL DISCUSSION AND REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)¹</p> <p>Held: Wednesday, January 18, 2023, 10:30 am Broadcast on YouTube Live. A recording of the CTIO meeting can be found here, and a joint workshop with the TC can be found here.</p> <p>The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:</p> <p>Margaret Bowes, Chair Karen Stuart, Vice-Chair Don Stanton Cecil Gutierrez Travis Easton Eula Adams Joel Noble</p>
Roll Call Regular Meeting	All board members were present. The meeting began at 10:30 am.
Informal Discussion	<p>CTIO Staff and the CTIO Board discussed the following:</p> <ul style="list-style-type: none"> • Central 70 Toll Rates approval. • Globeville and Elyria Swansea Progress Report. • Central 70 Toll Commencement. • CTIO Staffing. • CTIO 2022 Annual Report. <p>Discussion</p> <ul style="list-style-type: none"> • Board members and staff discussed key elements of the Annual Report and who it is sent to. • Board members highlighted some additional contacts to share the annual report with and complimented CTIO staff on the professionalism and comprehensive nature of the report.
Roll Call Regular Meeting	All board members were present. The meeting continued at 10:42 am.
Public Comment	There was no public comment.

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

<p>Director's Report</p>	<p>Nick Farber, CTIO Director, provided the Director's Report, which included information on the following:</p> <ul style="list-style-type: none"> ● Burnham Yard Transportation Planning Study progress report. ● A Progress Report on the FY23 Fee for Service Intra-Agency Agreement (IAA) Scope of Work. Key activities were: <ul style="list-style-type: none"> ○ CTIO continues to work closely with CDOT and Electronic Tolling Consultants, LLC (ETC) to complete the installation of new tolling equipment on projects under construction. ○ Ongoing Public-Private Partnership (P3): Oversight and Contract Management related to Central 70 and US 36, including procurement of a new third party vendor to provide oversight of all contractual operations and maintenance requirements. ○ Development of a business case for a new back-office and leading the procurement on behalf of the Department. . ○ Public Outreach and Communications related to requests from the media on various areas of CTIO's projects and facilities. including communications campaigns in anticipation of tolling commencement on Central 70 and I-25 South GAP. <p>Discussion</p> <ul style="list-style-type: none"> ● CTIO Board Members requested an update on the progress associated with Burnham Yard Transportation Study at a future meeting.
<p>Construction and Operations Questions</p>	<p>CTIO Board Members and staff discussed the signage on the Mountain Express Lanes ahead of enforcement on the corridor. CTIO staff confirmed that they would review the signage plan and ensure it addresses the concerns raised.</p>
<p>Consent Agenda: Resolution #404, December 14, board minutes</p>	<p>ACTION: Upon a motion by Director Easton and second by Director Guterrez, a vote was conducted and Resolution #404 (December 14, 2022 minutes) was unanimously approved.</p>
<p>Central 70 Toll Rates - Resolution #405</p>	<p>Kelly Brown, Chief Toll Operations Officer, provided an overview to the board on the proposed toll rates for the Central 70 Express Lanes, which are due to begin tolling in February, and asked for approval of Resolution #405.</p> <p>ACTION: Upon a motion by Director Adams and second by Director Stanton, a vote was conducted and Resolution #405 (Central 70 Toll Rate Approval) was unanimously approved.</p>

Central 70 Toll Commencement Communications Outreach Plan	<p>Tim Hoover, CDOT Communications Integration Lead, provided a presentation on the communications and outreach plan associated with Central 70 tolling commencement. The presentation focused on the following:</p> <ul style="list-style-type: none"> • Target audiences. • Key messages. • Earned Media and Paid Media. • Shared Media and Owned Media. • Timeline. • Questions. <p>Discussion</p> <ul style="list-style-type: none"> • CTIO Board members and staff discuss outreach to car rental companies and other outlets, including various transportation-focused groups, as part of the plan.
Break	<p>The CTIO Board of Directors took a short break at 11:03.</p> <p>The Board meeting reconvened in a joint workshop with the Transportation Commission (TC) at 12:00 pm.</p>
CTIO Staffing - Joint Workshop	<p>Nick Farber, CTIO Director, and Kelly Brown, Chief Toll Operations Officer, provided a presentation on CTIO staffing to the CTIO Board and TC. The presentation included information on the following:</p> <ul style="list-style-type: none"> • Key Factors • Current CTIO Organizational (Org) Chart. • Proposed CTIO Org Chart. • Traffic Operator Duties. • Toll Project Manager Duties. • Key Points. • Peer Toll Agencies Staffing Comparison. <p>Discussion:</p> <ul style="list-style-type: none"> • CTIO Board and TC Members discussed projections of staffing needs based on revenue and ensuring users of the Mountain Express Lanes know how to use the lanes safely and correctly. • A number of TC and CTIO Board Members expressed their support for increased staffing to meet the needs of CTIO's growing Express Lanes network.
Adjourn	<p>The CTIO Board adjourned at 12:35 pm.</p>