

## NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

### MEETING AGENDA May 6, 2021

Call-in Number: (872) 240-3311

Access Code: 784-815-789

<https://www.gotomeet.me/NFRMPO/2021-nfrmpo-planning-council-meetings>

For assistance during the meeting, please contact Alex Gordon – [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or 970.289.8279

#### *Request for Public Comment*

#### *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- April 1, 2021 (Page 8) & Correction to December 3, 2020 (Page 13)

#### Public Hearing

Est. Time

- 3) Air Quality Conformity for the FY2022-2025 Transportation Improvement Program (TIP)

Medora Bornhoft - Transportation Planner II (10 min.) 6:05

#### Lead Planning Agency for Air Quality Agenda REPORTS:

- 4) Air Pollution Control Division (APCD)
- 5) Regional Air Quality Council (RAQC) (Page 18)
- 6) NFRMPO Air Quality Program Updates

(Written)

(Written)

Medora Bornhoft (10 min.) 6:25

#### Metropolitan Planning Organization Agenda

#### REPORTS:

- 7) Report of the Chair
  - Chair Update

William Karspeck - Council Vice Chair—Town of Berthoud (5 min.) 6:35

- 8) Executive Director Report

- Legislative Update (Page 20)
- CAC Meeting
- Mobility Coordinator
- Kerri Ishmael

Suzette Mallette - Executive Director (5 min.) 6:40

- 9) Finance Committee (Page 31)

(Written)

- 10) TAC (Page 35)

(Written)

- 11) TIP Modifications (Page 36)

(Written)

- 12) Mobility

(Written)

#### PRESENTATIONS:

- 13) Front Range Passenger Rail Update

Spencer Dodge – SWC& FRPR Commission Liaison

David Singer – CDOT Environmental Policy and Biological Resources Section Manager (15 min.) 6:45

- 14) North I-25 Unsolicited Proposal to HPTE (Page 48)

Michael Cheroutes – Roadis (15 min.) 7:00

#### CONSENT ITEMS:

- 15) Air Quality Conformity Resolution 2021-10 (Page 53)

Medora Bornhoft

- 16) FY2022-2025 Transportation Improvement Program (TIP) Resolution 2021-11 (Page 56)

AnnaRose Cunningham – Transportation Planner I

- 17) FY2022-2023 Unified Planning Work Program (UPWP) Resolution 2021-12 (Page 59)

Becky Karasko - Transportation Planning Director

**NEXT MPO COUNCIL MEETING: June 3, 2021- Hosted by the City of Greeley**



**18) Q4 Unaudited Financial Statements** *(Page 61)*

**Merideth Kimsey** – Accounting Manager

**ACTION ITEMS:**

**19) Election of Chair & Vice Chair**  
**NFRMPO RAQC Representative Recommendation**

**William Karspeck** (10 min.) **7:20**

**20) Executive Director Contract** *(Page 74)*

**Dave Clark** (10 min.) **7:30**

**21) Air Quality Attorney** *(page 77)*

**Suzette Mallette** (5 min.) **7:35**

**22) FY2021 UPWP Budget Amendment #2**  
**Resolution 2021-13** *(Page 83)*

**Merideth Kimsey** (10 min.) **7:45**

**COUNCIL REPORTS:**

**Transportation Commission**  
**CDOT R4 Update**  
**STAC Report** *(Page 79)*  
**I-25 Coalition**  
**Host Council Member Report**

**Kathleen Bracke** - Transportation Commissioner  
**Heather Paddock** - CDOT R4 Transportation Director  
**(Written)**  
**Scott James** – Weld County Commissioner  
**Kristin Stephens** – Commissioner, Larimer County

(10 min.) **7:55**

(5 min.) **8:05**

**MEETING WRAP UP:**

**Next Month's Agenda Topic Suggestions**

**8:10**



## ***MPO Planning Council***

### **Vacant – Chair**

#### ***Town of Berthoud***

**William Karspeck, Mayor – Vice Chair**

Alternate- Maureen Dower, Mayor Pro Tem

#### ***City of Loveland***

**Dave Clark, Councilmember - Past Chair**

Alternate- TBD

#### ***Town of Eaton***

**Lanie Isbell, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

#### ***City of Evans***

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

#### ***City of Fort Collins***

**Wade Troxel, Mayor**

Alternate- Susan Gutowski, Councilmember

#### ***Town of Garden City***

**Fil Archuleta, Mayor**

Alternate- TBD

#### ***City of Greeley***

**Brett Payton, Councilmember**

Alternate- John Gates, Mayor

#### ***Town of Johnstown***

**Troy Mellon, Councilmember**

#### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

#### ***Town of LaSalle***

**Paula Cochran, Trustee**

#### ***Town of Milliken***

**Elizabeth Austin, Mayor**

#### ***Town of Severance***

**Frank Baszler, Trustee**

#### ***Town of Timnath***

**Lisa Laake, Trustee**

#### ***Weld County***

**Scott James, Commissioner**

Alternate- Perry Buck, Commissioner

#### ***Town of Windsor***

**Paul Rennemeyer, Mayor**

Alternate- Ken Bennett, Mayor Pro Tem

#### ***CDPHE- Air Pollution Control Division***

**Dena Wojtach, 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	<b>FTA program funding to define “state of good repair” and set standards</b> 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	<b>CDOT’s Strategic Investment Program and projects</b> —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	<b>Fixing America's Surface Transportation Act (federal legislation, signed December 2015)</b>
FASTER	Funding Advancements for Surface Transportation and Economic Recovery ( <b>Colorado's S.B. 09-108</b> )
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	<b>Highway Users Tax Fund (the State's primary funding source for highways)</b>
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	<b>On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)</b>
O <sub>3</sub>	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

April 1, 2021  
Virtual Meeting

### **Voting Members Present:**

Don McLeod- CHAIR	-Severance
Elizabeth Austin	-Milliken
Kathleen Bracke	-Transportation Commission
Dave Clark	-Loveland
Mark Clark	-Evans
Paula Cochran	-LaSalle
Lanie Isbell	-Eaton
Scott James	-Weld County
Will Karspeck	-Berthoud
Troy Mellon	-Johnstown
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County
Wade Troxell	-Fort Collins

### **Voting Members Absent:**

Fil Archuleta	-Garden City
Lisa Laake	-Timnath
Dena Wojtach	-CDPHE-APCD

### **MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Merideth Kimsey, Accounting Manager; Cory Schmitt, Mobility Manager; Alex Gordon, Transportation Planner III; Medora Bornhoft, Transportation Planner II; Ryan Dusil, Transportation Planner II; and AnnaRose Cunningham, Transportation Planner I

### **In Attendance:**

Dawn Anderson, Jeff Bailey, Abdul Barzak, Frank Baszler, Allison Baxter, Perry Buck, Rich Christy, Rick Coffin, Jamie Grim, Susan Gutowsky, Josie Hadley, Sandra Hagen Solin, Butch Hause, Joel Hemesath, Myron Hora, Wayne Howard, Dean Klingner, Katrina Klobberdanz, Mitch Nelson, Heather Paddock, Mark Peterson, Rebecca Rathburn, Jan Rowe, Mike Silverstein, Robin Stoneman, Theresa Takushi, Eric Tracy, and Rebecca White

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

### **Public Comment:**

There was no public comment.

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

Karspeck **moved** to *APPROVE THE MARCH 4, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** and **passed** unanimously.

### **Move to Approve Agenda:**

Stephens **moved** to *APPROVE THE APRIL 1, 2021 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** and **passed** unanimously.

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

Chair McLeod opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written report was provided.



### GHG Reductions in Transportation Planning

Theresa Takushi, CDOT Climate Action Specialist, provided an overview of Colorado's climate legislation and policy framework, proposed rules and policy for greenhouse gas (GHG) reductions from transportation, and stakeholder input. CDOT is leading the effort to develop GHG pollution standards for transportation plans. The Air Quality Control Commission (AQCC) will conduct a single rulemaking covering both the GHG standard and the large employer trip reduction proposal with a draft rule in May and final version in August. CDOT is also developing GHG budget implementation guidance with a new Policy Directive (PD).

Takushi noted there are opportunities to reduce emissions in any of the five stages of transportation process, including planning, environmental analysis, project design, construction, and operations and maintenance. CDOT is conducting outreach and is holding a regional stakeholder meeting on April 16.

James asked by what authority does the State regulate GHGs. He stated the EPA has the authority to regulate GHGs, not the State. Rebecca White, CDOT, replied she would contact the attorney general and provide a response to Director Mallette on the regulatory authority for the rule. Regarding a question on enforcement mechanisms, White explained offset measures could be used to meet the budget. Chair McLeod invited CDOT to return with additional information.

### Regional Air Quality Council (RAQC)

Mike Silverstein provided an update on the framework the RAQC has been developing for an Employee Traffic Reduction Program (ETRP). The RAQC is serving in an advisory role and the State is leading the effort. Due to COVID, the framework uses a baseline assumption of everyone driving alone to work. The ETRP would be required for large employers. RAQC is proposing to define large employers as those with 250 employees or above, while the State is likely to propose a threshold of 100 employees or above.

Silverstein explained the proposed single occupancy vehicle (SOV) commute rate requirement would start at 75 percent SOV and then decrease to 60 percent SOV. The RAQC work group is proposing phased implementation with State agencies going first along with employers served by transit. Employers develop their own plan and choose the strategies that work for them. The proposal includes alternate measures for added flexibility, in which employers can demonstrate compliance through other approaches and avoid the need to create a plan. The cost benefit analysis is underway.

James noted the State's GHG Roadmap does not have legislative authority. The ETRP would disproportionately impact people in marginalized communities by forcing them into long and inefficient commutes, whereas white collar employees could easily comply with telework. James stated the program should be incentivized instead of mandated. Silverstein noted the state must demonstrate legal authority as part of the rulemaking proposal and the proposed ETRP regulation is on the employer, not employees.

Chair McLeod asked RAQC to remain engaged and take party status on the rulemaking. Silverstein stated the RAQC will stay engaged in the AQCC rulemaking and advance the RAQC board's recommendation.

### NFRMPO Air Quality Program Updates

Bornhoft stated the revised comment letter on the ETRP proposal was submitted to the RAQC and APCD on March 19. Staff continue to be involved in the stakeholder processes for ETRP and GHG pollution standards. CDPHE is hosting additional ETRP listening sessions on April 7, April 13, and April 20.

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

Chair McLeod opened the MPO portion of the meeting.

## **REPORTS:**

### Report of the Chair

Alex Gordon played the NFRMPO Transportation Performance Management (TPM) training video.

### Executive Director Report

Mallette noted Merideth Kimsey is now the Accounting Manager and announced her previous position, Accounting Clerk III, has been filled. The NFRMPO will be hiring a Mobility Coordinator, which is a new position to assist Cory Schmitt with Ride NoCo. The NFRMPO newsletter will be sent out next week. Mallette noted the legislative report in the packet was updated in the handouts. One of the updates is the Electric Vehicle Road Usage Equalization Fee bill has been postponed indefinitely. Also included is the proposed legislation for transportation funding, which has not been formally introduced, but is being circulated for discussion.

### Finance Committee

A written report was provided.

### TAC

A written report was provided.

### Mobility

A written report was provided.

## **CONSENT AGENDA:**

Troxell asked how the transit safety targets relate to a Vision Zero Strategy. Cunningham noted the targets were set by each individual transit agency, with COLT and GET setting their targets based on trends.

Troxell **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously. The consent agenda included one item:

- 2017-2021 NFRMPO Transit Safety Targets, Resolution No. 2021-06

*Chair McLeod called for a 5-minute recess.*

*The meeting reconvened at 7:00 p.m.*

## **ACTION ITEMS:**

### Environmental Justice (EJ) Plan

Dusil noted the *EJ Plan* had not changed since the Discussion at the March Council meeting. Dusil explained the MPO is federally required to address environmental justice, and the creation of an EJ Plan is a best practice.

Stephens asked how long of a timeframe is covered by the plan. Dusil replied an update schedule is not identified. Many of the strategies in the *EJ Plan* are to be implemented on an ongoing basis. James noted his support for best practice and recommended the use of benchmarking for the *EJ Plan* and other efforts to know when goals have been accomplished.

Stephens **moved** to *APPROVE RESOLUTION NO. 2021-07 APPROVING THE ENVIRONMENTAL JUSTICE (EJ) PLAN*. The motion was **seconded** and **passed** unanimously.

### March 2021 TIP Amendment

Cunningham described the three revisions in the amendment.

M. Clark **moved** to *APPROVE RESOLUTION NO. 2021-08 APPROVING THE MARCH 2021 TIP AMENDMENT*. The motion was **seconded** and **passed** unanimously.

### FTA \$5310 Budget Adjustment

Kimsey noted a revised memo was included in the handouts. Due to factors outside the control of the MPO including a high indirect cost rate and delay in contracting, the mobility program

overspent the \$5310 grant by \$3,610.36. After considering three options, the finance committee recommended covering the overage using excess VanGo™ exchange funds.

Stephens **moved** to *APPROVE RESOLUTION NO. 2021-09 APPROVING THE FTA \$5310 BUDGET ADJUSTMENT*. The motion was **seconded** by Troxell and **passed** unanimously.

## **DISCUSSION ITEMS:**

### Draft FY2022-2025 Transportation Improvement Program (TIP)

Cunningham described the proposed updates in the Draft FY2022-2025 TIP, which include several updates and clarifications to the policies in the TIP narrative. Updates include changes to the air quality significant project definition, revised requirements for amendments and modifications, a new section describing the process for scope changes for NFRMPO-selected projects, the addition of transit safety targets, and a more comprehensive assessment of the contribution of projects in the TIP on the federally required performance measures and targets.

The Draft TIP carries forward the projects with funding in years FY2022 and FY2023 from the current FY2020-2023 TIP and does not contain any new projects, as no projects were submitted during the project submittal window. The public comment period opens tomorrow and closes May 3.

Chair McLeod asked how the Evans request would be processed with the proposed scope change process. Cunningham noted the Evans request followed the proposed process for a new project, including submitting a new application.

### Draft FY2022-2023 Unified Planning Work Program (UPWP) Tasks

Karasko explained the UPWP is a biennial statement of work tasks. Tasks to be completed by NFRMPO staff are in the main document. Tasks completed by local agencies and VanGo™ are now located in appendices. The UPWP will be available for public comment from April 19 through April 30 per a new request from FHWA and FTA to MPOs in Colorado to have public comment periods for UPWPs. Comments were requested from TAC by March 31. The Finance Committee will review the budget in April prior to the May 6 Planning Council meeting.

### SB 267 Funds Year Three

Paddock reviewed the funding allocation history for SB 267. Originally, funding for I-25 Segments 7 and 8 was included in year three and four of SB 267. With COVID, years three and four of the 4-year SB267 became uncertain. Since I-25 was already under contract, CDOT advanced funding for I-25 to ensure the project would receive its allocation. CDOT's equity target for Region 4's highway/rural paving funding from SB267 is 23.87 percent. Through year two, Region 4 exceeded its equity target by receiving 34.60 percent. The \$100M TIFIA loan for I-25 does not count toward the Region 4 equity share.

Region 4 staff is proposing projects for year three which will be provided to STAC for recommendation and TC for approval in April or May. The projects include SH119 Safety and Mobility Improvements, several rural paving projects, and several transit projects. Region 4 expects to receive \$9.3M for the highway and rural paving projects and \$5.6M for the transit projects. Paddock noted CDOT is confident about year three and hopeful for year four. Year four of SB267 is expected to provide \$71M to Region 4 for transit and rural paving.

Council members noted interstate projects with statewide impacts should not be included in CDOT's regional equity calculations. By including interstate projects, regional needs are underfunded.

Regarding questions on the lack of funding for Segment 5 and why funds for Segment 6 were not replaced, Paddock noted Segment 6 received \$150M in SB 267 funding with another \$100M provided through the TIFIA loan. Segment 5 is on CDOT's Pipeline of Projects there is optimism about upcoming state and federal funding opportunities. Segment 5 is receiving RPP funds for design so the project can advance if funding becomes available. The TIFIA application is on track and Paddock will coordinate a presentation on TIFIA at the April, May, or June Council meeting.

## **COUNCIL REPORTS:**

### Host Council Member Report

Rennemeyer stated Windsor's CR5 and SH392 project is underway. The SH257 and Eastman Park intersection is underway. Windsor is still working on multimodal project along 7<sup>th</sup> street and reconfiguring the signal at 7<sup>th</sup> and SH392.

### Transportation Commission

Bracke stated \$30M was approved for the Safer Main Streets and Revitalizing Main Streets programs. The proposal for state transportation funding is not perfect but provides a good, balanced approach for meeting statewide needs and regional and local priorities. Bracke, D. Clark, and Executive Director Mallette met with Senator Hickenlooper and shared regional priorities for funding including North I-25 and multimodal needs. The federal infrastructure proposal addresses important themes. Bracke noted communities can submit projects for funding through Congressman Neguse's office. Bracke requested input from communities so she can advocate for project priorities.

### CDOT R4 Update

Paddock noted CDOT will be revising its flexwork policy. In-person meetings could start as early as June or July. A diesel spill on I-25 shut down I-25 for 30 hours. A lot of diesel penetrated the pavement and a travel lane will be transferred to the permanent concrete ahead of schedule to remove and repave the top layer of asphalt. SH60 will have a 36-hour closure at end of April or early May to allow I-25 to keep moving over the ramps and allow for utility work, girder placement, and bridge demolition.

### STAC report

A written report was provided.

### US34 Coalition

Payton noted a presentation was provided on US34 and CR17. Public comment will open soon and conclude in May. Design for the 35<sup>th</sup> Avenue and 47<sup>th</sup> Avenue interchanges is wrapping up, with an emphasis on the 35<sup>th</sup> Avenue interchange due to funding opportunities. The Access Control Plan (ACP) will be released for public comment soon. The coalition meetings will resume a quarterly schedule.

### I-25 Coalition

No update.

## **MEETING WRAP-UP:**

### Next Month's Agenda Topic Suggestions

Mallette will coordinate with Theresa Takushi about presenting at the May meeting.

The meeting was adjourned at 8:10 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

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

**December 3, 2020  
Virtual Meeting**

**Voting Members Present:**

Dave Clark- CHAIR	-Loveland
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Tom Donnelly	-Larimer County
Lanie Isbell	-Eaton
Will Karspeck	-Berthoud
Don McLeod	-Severance
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kevin Ross	-Weld County
Kristen Stephens	-Fort Collins
Dena Wojtach	-CDPHE

**Voting Members Absent:**

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

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Stuart Kurtz, Accounting Manager; Alex Gordon, Transportation Planner III; Medora Bornhoft, Transportation Planner II; AnnaRose Cunningham, Transportation Planner I

**In Attendance:**

Dawn Anderson, Darin Barrett, Abdul Barzak, Allison Baxter, Ken Bennett, Amanda Brimmer, Rich Christy, James Eussen, Jamie Grim, Josie Hadley, Joel Hemesath, Myron Hora, Mark Jackson, Scott James, Will Jones, Dean Klingner, Daniel Mattson, Steve Moreno, Mitch Nelson, Heather Paddock, Randy Ready, Jan Rowe, Bryan Schafer, Karen Schneiders, Jody Shadduck-McNally, Robin Stoneman, Eric Tracy, Wade Troxell, William

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

**Public Comment:**

Darin Barrett, Loveland citizen, thanked Commissioner Donnelly for his contributions to the Council and I-25. Additionally, Barrett reiterated his public comment from last month's meeting requesting the Planning Council write a letter to the federal authorities or the Governor asking for the dismissal of air quality readings due to wildfires and the Coors factory fire.

**Move to Approve Agenda:**

Ross **moved** to approve the *December 3, 2020 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

**Move to Approve Minutes:**

McLeod **moved** to approve the *November 5, 2020 Council Meeting Minutes* as submitted. The motion was **seconded** and **passed** unanimously.

### **Executive Session:**

Director Mallette provided instructions on how to join the Executive Session via a separate conference call. Chair D. Clark requested a motion to enter an Executive Session.

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

Chair D. Clark stated no Action would be taken during the Executive Session.

Council entered Executive Session at 6:11 p.m. The session lasted approximately thirty-five minutes.

*Chair D. Clark called for a brief break.*

*The meeting reconvened at 6:52 p.m.*

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

Chair D. Clark opened the Air Quality portion of the meeting.

#### Air Pollution Control Division (APCD)

Wojtach stated the Monthly Report from the APCD includes information and links for a review of the 2020 ozone season, stakeholder engagement meetings on a fee rule to fund the Air Quality Enterprise, and stakeholder meetings on Greenhouse Gas emissions from oil and gas. In November, the Air Quality Control Commission (AQCC) took preliminary action on the regional haze rulemaking, including expediting the closure of several power plants. In December, the AQCC will take final action on the regional haze rulemaking and hold the rulemaking hearing on the ozone SIP. Wojtach noted a separate rulemaking will be set to address pneumatic devices used in oil and gas operations.

Wojtach provided information on the impact of wildfires on ozone values and the process for submitting an exceptional event demonstration to the EPA. The APCD will evaluate the 2020 data in 2021 and decide if a demonstration should be submitted. She noted a demonstration takes substantial time and effort, may not be approved by EPA, and even if approved, may not change the outcome, as the region may still fail to meet the standard. Wojtach identified ways to provide comment, including submitting written comment to the RAQC, AQCC, or state political representatives and clarified the decision to pursue an exceptional event demonstration can be made by the Governor. After the meeting, Wojtach will provide instructions on submitting written comment.

Discussion focused on the value of identifying accurate ozone readings reflective of human contributions using the EPA's exceptional events provision.

#### Regional Air Quality Council (RAQC)

A written report was provided.

#### SIP Hearing

Director Mallette noted the NFRMPO was involved in developing the motor vehicle emissions budgets (MVEB) included in the Serious SIP, which are used for conformity. The AQCC's rulemaking hearing for the Serious SIP is in December. An alternative proposal was submitted by WildEarth Guardians to lower the budgets by 25 percent. Due to the alternative proposal, the NFRMPO submitted a request for late party status but the request was denied. Instead, the NFRMPO submitted a public comment letter to AQCC and the NFRMPO will serve as a witness during the RAQC's testimony at the hearing. Mallette noted the alternative proposal to lower the budgets does not meet process requirements and is not backed by scientific analysis.

Amanda Brimmer, RAQC, provided additional detail on the AQCC's Serious SIP rulemaking hearing and the rebuttal statement submitted by the RAQC countering the alternative proposals. Public comment is 4:30-7:30 pm on December 16 and the hearing is December 17 and 18.

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

Chair D. Clark opened the MPO portion of the meeting.

### **REPORTS:**

#### Report of the Chair

Chair D. Clark recognized the service of Mayor Pro Tem Stephens, Commissioner Ross, and Commissioner Donnelly, who will no longer be representing their communities on the Planning Council. The Council members received accolades for their dedication and contributions to NFRMPO accomplishments.

#### Executive Director Report

Director Mallette reported the MPO Boundary Discussion focus group has met twice with Transportation Planning Region (TPR) chairs. The group considered six boundary scenarios and narrowed it down to four. The focus group is meeting next week to further refine the scenarios and determine impacts to funding and governance structures. She noted the discussions are in the preliminary phase, participation is open to all communities, and any change would require an extensive process and would not happen quickly. Stephens stated it is unclear if any of the scenarios will resolve any identified issues. Chair D. Clark noted it has been an informative process and the 2020 Census could also prompt boundary changes.

#### Finance Committee

A written report was provided.

#### TAC

A written report was provided.

#### Mobility

A written report was provided.

### **CONSENT AGENDA:**

Karspeck **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously. Items on the consent agenda included:

- Updated Federal Performance Measures: Pavement Condition
- FY2020 TIP Delay Review
- FY2021 UPWP Tasks Amendment
- Articles of Association Update

### **ACTION ITEMS:**

#### November 2020 TIP Amendment

Medora Bornhoft, Transportation Planner II, stated the amendment includes two new projects for the Transportation Improvement Program (TIP). No comments have been received to date, and Council action is contingent on no comments being submitted following Council approval and prior to the closure of the 30-day public comment period on December 10, 2020.

Ross **moved** to *APPROVE RESOLUTION 2020-25 FOR THE NOVEMBER 2020 TIP AMENDMENT*. The motion was **seconded** and **passed** unanimously.

#### E-Signature Policy

Stuart Kurtz, Accounting Manager, stated electronic signatures have become necessary and a policy was drafted to govern the usage and acceptance of e-signatures. He explained the policy and noted it conforms with state law.

Stephens **moved** to ~~APPROVE RESOLUTION 2020-26 FOR THE E-SIGNATURE POLICY~~. The motion was **seconded** and **passed** unanimously.

### 2021 Officer Elections

Chair D. Clark opened nominations for 2021 Council Chair, noting the bylaws require alternating chairs between Larimer County and Weld County and therefore nominations for representatives from Weld County are requested.

*Chair D. Clark **nominated** McLeod.* The motion was **seconded**.

*Chair D. Clark **moved** to close nominations and elect McLeod as 2021 Council Chair by Acclamation.* The motion was **seconded** and **passed** unanimously.

Chair D. Clark opened nominations for 2021 Council Vice Chair, noting nominations for representatives from Larimer County are requested.

*McLeod **nominated** Karspeck.* The motion was **seconded**.

*Chair D. Clark **moved** to close nominations and elect Karspeck as 2021 Council Vice Chair by Acclamation.* The motion was **seconded** and **passed** unanimously.

Chair Elect McLeod thanked Chair D. Clark for his dedication and extensive contributions. Mallette stated Chair D. Clark will be receiving a plaque in recognition of his service to the MPO.

Chair Elect McLeod will assign a Statewide Transportation Advisory Committee (STAC) Representative at the January 2021 meeting.

### **DISCUSSION ITEM:**

#### 2017-2021 NFRMPO Targets for Safety Performance Measures

AnnaRose Cunningham, Transportation Planner I, explained States and MPOs are required to adopt targets each year for five safety performance measures. She presented the targets adopted by CDOT and considerations for whether the MPO should set regionally specific targets or support the targets adopted by CDOT.

Discussion centered on how the targets relate to Vision Zero and the NFRMPO's Safety Vision. Cunningham explained the Safety Vision informs the NFRMPO's plans and programs and is aspirational, whereas the targets must be data driven.

### **COUNCIL REPORTS:**

#### Transportation Commission Report

Bracke reported the Commission is working on adjusting budgets and forecasts due to the financial impacts of COVID-19. Bracke noted the Governor's budget proposal includes funding for shovel ready projects and Safer Main Streets. Executive Director Lew reconvened the Statewide Transportation Working Group to identify funding options. Bracke offered to meet with Planning Council members, local government councils, and community organizations to provide information on transportation planning at CDOT.

#### CDOT R4 Update

Paddock thanked Commissioner Donnelly, Commissioner Ross, and Mayor Pro Tem Stephens for their service and leadership on I-25.

Paddock stated the Larimer County Emergency Management Team reported the Cameron Peak fire is now 100 percent contained.

The Governor's budget proposal includes a \$1.2B stimulus package with \$200M for transportation. The specific projects are still being discussed. \$130M would go to shovel ready



projects and failing assets. Another \$70M would go to the Revitalizing Main Streets and Safer Main Streets program to bolster multimodal downtowns and economic activity. The criteria for this program are still being developed. Similar programs were available earlier this year and provided substantial support in Region 4.

The Great Western Railroad bridge deck slide in over North I-25 was successful. Paddock noted the US34 bridge deck is progressing with traffic shift in early spring. Prospect interchange is still planned to be completed by end of the year. Final bids on Segment 6 were recently received, and the full scope will be addressed within the project budget, which is a testament to the great work of the project team and the construction manager general contractor (CM/GC) process.

#### I-25 Coalition Report

Chair D. Clark stated Sandra Solin reported on the stimulus package and legislative action during the special session. David May provided a report on the I-25 Funding Committee to identify funding options. May is retiring from the Fort Collins Chamber of Commerce and Chair D. Clark noted May provided substantial support for I-25. The TIFIA loan for I-25 Segments 7 & 8 is still in process.

#### US-34 Coalition Report

Chair D. Clark stated CDOT presented on interchange designs for WCR17, 35<sup>th</sup> Avenue, and 47<sup>th</sup> Avenue and US34. The overall goals of the Coalition will be addressed at the next meeting.

#### STAC Report

A written report for November was provided.

#### Host Council Member Report

Donnelly stated collaboration between Larimer County and Berthoud on LCR17 using federal funding provided by the NFRMPO has been successful and work is nearly completed.

### **MEETING WRAP-UP:**

#### Next Month's Agenda Topic Suggestions

None

The meeting was adjourned at 8:33 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff



Date: April 26, 2021

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

- The RAQC will be looking to award its second round of “*Clean Air Champions*” in the summer of 2021. “*Clean Air Champions*” are entities, including public, private and nonprofit organizations, local governments and municipalities, that demonstrate a commitment to improving the region’s air quality. The next nomination round will open in April 2021. Additional information can be found on the RAQC’s [Clean Air Champion](#) page.

### **Employer Trip Reduction Program.**

The State continues to develop a proposal to reduce air polluting emissions from the transportation sector. One element will be an “employee traffic reduction program”. The State has been looking to the RAQC’s robust stakeholder process as it prepares its proposal, and it is likely that much of the framework developed by the RAQC will be preserved, such as:

- Large employers are to develop and deploy a plan that encourages employees to reduce their drive-alone commute trips.
- Though the RAQC focused on 250+ employees at a site, the State is considering defining large employers as those with 100+ per site.
- Employers will need to appoint a transportation coordinator or hire a contractor to manage efforts.
- Any reasonable technique for achieving these compliance rates can be deployed, such as carpooling/ridesharing, bus/transit use, flex/compressed schedules, teleworking, vehicle electrification, and other approved approaches.

Compliance with the program will likely be determined on a case-by-case basis. The State envisions working with employers to develop and deploy good plans with focus on implementation, versus the rigid achievement of goals and standards.

### **Mow Down Pollution.**

The RAQC is gearing up for another summer of mowing down pollution! Participants can recycle an old gas mower and receive a \$150 voucher towards the purchase of a new electric mower from a participating Home Depot. We plan to start the program the second week in May.

The Mow Down Pollution program recently received approximately \$103,000 to be used over 2021-2022 from a Supplemental Environmental Project submitted by a regulated entity in **Weld County**. Approximately \$35,000 will be allocated to the **City of Evans** for landscape maintenance equipment replacement, from gas-powered to electric. The remainder of the funding will provide for approximately 300 lawnmower vouchers for residential use. The RAQC will engage in targeted outreach to alert residents of **Weld County** to this opportunity.

RAQC staff is working with the **City of Fort Collins** to expand outreach for the Mow Down Pollution program in order to increase awareness and encourage greater participation at the Home Depot location in the City. Additional outreach funds are being provided by the **City of Fort Collins**.

### **Start of Summer Ozone Season.**

Summertime ozone season is beginning May 1<sup>st</sup>. The RAQC provides weekly summaries on the [Ozone Season Tracking Page](#). To sign up for Ozone Action Alerts and to find out what Simple Steps you can take to minimize ozone emissions [sign up here!](#)

### **Local Government Resource Library.**

The RAQC is committed to helping local governments design and implement programs and policies that help communities improve air quality. To aid in this effort, the RAQC has compiled a reference library with example ordinances, toolkits, and other materials, and the Resource Library can be accessed [here](#).

## NFRMPO 2021 Legislative Update

May 2021

### SIGNED:

#### **SB21-110 Fund Safe Revitalization Of Main Streets**

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Bill Summary:	The bill transfers \$30 million from the general fund to the state highway fund to provide additional funding for the department of transportation's revitalizing main streets and safer main streets programs.
NFRMPO Analysis:	This funding has been used in multiple NFRMPO communities and expanding the fund could benefit additional communities. This program benefits economic development and provides support during the pandemic and beyond.
Sponsors:	R. Zenzinger / K. Priola / L. Herod / T. Exum
Last Action:	03/11/2021: Sent to the Governor
Web Link:	<a href="https://leg.colorado.gov/bills/sb21-110">https://leg.colorado.gov/bills/sb21-110</a>

#### **HB21-1076 Carpooling Service Internet Application Register with CDOT**

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Bill Summary:	The bill requires the owner or operator of a carpooling service internet application to register annually with CDOT. Owners or operators are also required to disclose to users of the internet application that carpooling service companies are not regulated by the state; that the state does not conduct medical examinations, vehicle inspections, or insurance verification in relation to the provision of carpooling service; and that background checks on drivers might not be conducted. The bill also requires that the amount that can be charged to a user through the internet application be reasonably calculated to cover the direct and indirect costs of providing carpooling service and limits the number of passengers that a driver providing carpooling service through the internet application may transport at any one time.
NFRMPO Analysis:	The bill would require carpooling service applications (apps) to register with CDOT and make clear their relationship to the State.
Sponsors:	J. McCluskie / P. Will / K. Donovan
Last Action:	4/19/2021: Signed by the Governor
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1076">https://leg.colorado.gov/bills/hb21-1076</a>

## **SB21-084                      Local Government Authority Roughed-in Roads**

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Bill Summary:	Current law allows local governments to prohibit the operation of trucks and commercial vehicles on designated roads. The bill expands this to allow local governments to prohibit the operation of motor vehicles on roughed-in roads, which are areas where the ground has been cut with the intention to make a road but has not been improved enough to qualify as a road.
NFRMPO Analysis:	This bill allows local control over roughed-in roads, not just paved roads.
Sponsors:	J. Smallwood / M. Gray
Last Action:	04/22/2021: Signed by the Governor 04/14/2021: Sent to the Governor 04/13/2021: Signed by the Speaker of the House 04/13/2021: Signed by the President of the Senate
Upcoming Action:	N/A
Web Link:	<a href="https://leg.colorado.gov/bills/sb21-084">https://leg.colorado.gov/bills/sb21-084</a>

### **NEW SINCE APRIL COUNCIL:**

## **SB21-238                      Create Front Range Passenger Rail District**

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Bill Summary:	The bill creates the Front Range Passenger Rail District for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system (system) along the Front Range. The district encompasses the DRCOG, PPACG, PACOG, and NFRMPO regions as well as all areas within Huerfano, Las Animas, and Pueblo counties that are not located within the territory of a MPO and are located within a county precinct that is located wholly or partly within 5 miles of the public right-of-way of interstate highway 25; and all areas within Larimer and Weld counties that are not located within the territory of a MPO and are located within a county precinct that is north of the city of Fort Collins and is located wholly or partly within 5 miles of the public right-of-way of interstate highway 25.
NFRMPO Analysis:	The NFRMPO would be a constituent area of the Front Range Passenger Rail District. Potential NFRMPO responsibilities if this bill passes include appointing a Director to the Board of Directors. No funding is attached this proposal currently, but the Rail District may propose funding in the future.
Sponsors:	L. Garcia / R. Zenzinger / D. Esgar / M. Gray
Last Action:	4/9/2021: Introduced In Senate - Assigned to Transportation & Energy
Upcoming Action:	4/27/2021: Transportation & Energy hearing
Web Link:	<a href="https://leg.colorado.gov/bills/sb21-238">https://leg.colorado.gov/bills/sb21-238</a>

## PROGRESS SINCE APRIL COUNCIL:

HB21-1066	CDOT Financial Reporting Requirements
Bill Summary:	This bill modifies monthly financial reporting requirements for CDOT, specifically sufficient financial information for the controller to complete a review of legal over-expenditures, any deficit fund balances, and a budget to actual report for all budget lines within the annual general appropriations act; and CDOT to submit a monthly budget report of the expenditures made from each budget category and the unexpended and unencumbered balance of each budget subcategory and to make each report publicly available on the department's website.
NFRMPO Analysis:	The bill updates CDOT financial reporting requirements to the Transportation Commission.
Sponsors:	R. Bockenfeld / D. Michaelson Jenet / J. Smallwood / R. Woodward
Last Action:	4/20/2021: Senate Third Reading Passed – No Amendments
Upcoming Action:	N/A
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1066">https://leg.colorado.gov/bills/hb21-1066</a>
HB21-1056	Cost Thresholds For Public Project Bidding Requirements
Bill Summary:	The bill repeals the lower cost amount for CDOT projects (\$150,000 for CDOT compared to \$500,000 for other agencies) related to the Construction Bidding for Public Projects Act. CDOT would no longer need to prepare a bid estimate when it proposes to undertake a project itself rather than awarding the project to a contractor through competitive bidding if the cost of the project is reasonably expected to exceed \$500,000 for any fiscal year. The bill would also increase from \$50,000 to \$100,000 the maximum cost for a CDOT project that is exempt from transportation commission approval. The bill also limits the existing requirement that CDOT pay all employees performing work on any public project local prevailing wages in accordance with specified federal acts to projects that cost more than \$500,000.
NFRMPO Analysis:	The bill would reduce some bureaucracy for CDOT, hastening some projects.
Sponsors:	R. Pelton / C. Hansen
Last Action:	04/13/2021: Introduced In Senate - Assigned to Transportation & Energy 04/12/2021: House Third Reading Passed - No Amendments
Upcoming Action:	4/27/2021: Transportation & Energy Committee hearing
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1056">https://leg.colorado.gov/bills/hb21-1056</a>

## PROPOSED, AWAITING FURTHER ACTION:

### HB21-1095

### 811 Locate Exemption For County Road Maintenance

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Bill Summary:	To prevent routine and emergency maintenance activities from triggering the excavation notification requirement, the bill specifies that "excavation" does not include routine or emergency maintenance of right-of-way on county-owned gravel or dirt roads performed by county employees that does not lower the existing grade or elevation of the road, shoulder, and ditches; and does not disturb more than 6 inches in depth during maintenance operations.
NFRMPO Analysis:	This legislation would help counties avoid having to alert the statewide notification association of all owners and operators of underground facilities of its intent to engage in excavation.
Sponsors:	M. Baisley / C. Kipp / J. Ginal / R. Woodward
Last Action:	04/23/2021: Second Reading Laid Over Daily - No Amendments 04/20/2021: Senate Committee on Local Government Refer Amended to Senate Committee of the Whole 04/09/2021: Introduced In Senate - Assigned to Local Government 04/08/2021: House Third Reading Passed - No Amendments
Upcoming Action:	04/26/2021: Senate Floor Work hearing
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1095">https://leg.colorado.gov/bills/hb21-1095</a>

**HB21-1196****Update Senate Bill 19-263 Effective Date Clause**

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Bill Summary:	The General Assembly enacted SB17-267 requiring the state treasurer to issue up to \$500M in COPS for FY2018 through FY2022 for transportation, and enacted SB18-001, which would refer a statewide ballot issue at the November 2019 statewide election that, if approved, would have authorized the state to issue transportation revenue anticipation notes (TRANS) for the purpose of funding transportation projects and prevented the issuance of the last 3 years of COPS. SB19-263 delayed the referral of the ballot issue until November 2020, which was followed by SB20-152 and SB20-1376, which further delayed the ballot issue referral. Due to the additional delay, if the effective date clause of SB 263, as amended by SB 152, is not amended again, TRANS could be authorized without preventing the issuance of one year of COPS. The bill amends the effective date clause of SB 263, as amended by SB 152, to correct this issue and thereby ensure that approval of the ballot issue will prevent the issuance of one year of TRANS as intended by the GA.
NFRMPO Analysis:	This will prevent the issuance of one year of TRANS upon the approval of the ballot issue as originally intended by previous bills.
Sponsors:	A. Pico, D. Valdez, R. Zenzinger
Last Action:	3/4/2021: Introduced In House - Assigned to Transportation & Local Government
Upcoming Action:	5/11/2021: Transportation & Local Government meeting
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1196">https://leg.colorado.gov/bills/hb21-1196</a>



## **HB21-1206 Medicaid Transportation Services**

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Bill Summary:	Current law requires the Public Utilities Commission (PUC) to oversee the safety and oversight of Medicaid nonmedical and nonemergency medical transportation services (NEMT). The bill eliminates the commission's responsibility to oversee the safety and oversight of the transportation services. The bill requires the Department of Healthcare Policy and Financing (HCPF) to oversee the safety and oversight of the transportation services. The bill also requires HCPF to collaborate with stakeholders to establish rules and processes for the transportation services.
NFRMPO Analysis:	Transportation providers have been left out of much discussion concerning Medicaid Transportation Services, so this bill could be beneficial to transportation providers who transport Medicaid-eligible riders. This also puts Medicaid services under one Department, rather than across multiple.
Sponsors:	C. Larson, A. Valdez, D. Moreno, D. Coram
Last Action:	04/23/2021: House Second Reading Special Order - Passed with Amendments - Committee, Floor 04/23/2021: House Committee on Appropriations Refer Amended to House Committee of the Whole 04/06/2021: House Committee on Health & Insurance Refer Amended to Appropriations
Upcoming Action:	4/26/2021: House Floor Work hearing
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1206">https://leg.colorado.gov/bills/hb21-1206</a>

## **SB21-076 Fund Electronic Third-party Vehicle Transactions**

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Bill Summary:	Current law provides for the implementation of an electronic system to transmit registration, lien, and titling information to the Department of Revenue (DOR). The system is currently funded through gifts, grants, and donations. The bill imposes a per-transaction fee up to \$3, set by the DOR, on third-party providers that issue registrations and titles to administer the system.
NFRMPO Analysis:	This bill funds access to titling information.
Sponsors:	R. Scott
Last Action:	2/16/2021: Senate Committee on Transportation & Energy Refer Amended to Appropriations
Upcoming Action:	N/A
Web Link:	<a href="https://leg.colorado.gov/bills/sb21-076">https://leg.colorado.gov/bills/sb21-076</a>

**POSTPONED:**

**HB21-1127      County General Fund Money For Roads And Bridges**

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Bill Summary:	Current law prohibits a county from appropriating county general fund money for roads and bridges and, subject to an exception for disaster emergency response within the county, from transferring county general fund money to the county road and bridge fund. The bill authorizes a county to use county general fund money to fund roads and bridges by eliminating these existing prohibitions.
NFRMPO Analysis:	This bill will allow counties to access additional transportation funding, especially for the maintenance of roads and bridges.
Sponsors:	A. Pico
Last Action:	3/16/2021: House Committee on Transportation & Local Government Postpone Indefinitely
Upcoming Action:	Not Set
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1127">https://leg.colorado.gov/bills/hb21-1127</a>

**HB21-1205      Electric Vehicle Road Usage Equalization Fee**

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Bill Summary:	The bill requires a road usage equalization fee to be imposed at the time of annual registration on each plug-in electric motor vehicle that is required to be registered in the state. The fee is set in an amount that is estimated to achieve parity between the aggregate amount of motor vehicle registration fees and motor fuel excise taxes paid per vehicle by owners of plug-in electric motor vehicles and vehicles fueled by gasoline, diesel, or other special fuels and is annually adjusted for inflation. The revenue would be credited to the Highway Users Tax Fund and distributed at 60 percent to state highway fund; 22% to counties; and 18% to municipalities.
NFRMPO Analysis:	This will offset lost gas tax funding as cars become more fuel efficient and more electric vehicles hit the roads.
Sponsors:	A. Pico
Last Action:	3/24/2021: House Committee on Energy & Environment Postpone Indefinitely 3/4/2021: Introduced In House - Assigned to Energy & Environment
Upcoming Action:	3/24/2021: Hearing from Energy & Environment
Web Link:	<a href="https://leg.colorado.gov/bills/hb21-1205">https://leg.colorado.gov/bills/hb21-1205</a>

## **SB21-165** **CDOT Project Procurement Methods**

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Bill Summary:	The bill requires CDOT to solicit construction contracts for public projects by invitation for bids, also known as the design bid build method of procurement, unless CDOT determines, based on specific written findings that CDOT posts on its website prior to awarding a contract, that it is not feasible to do so.
NFRMPO Analysis:	This change in procurement methods may impact future transportation projects within Colorado that are funded by CDOT.
Sponsors:	R. Zenzinger / K. Priola / L. Herod / T. Exum
Last Action:	3/25/2021: Senate Committee on Transportation & Energy Postpone Indefinitely 3/2/2021: Introduced in Senate and Assigned to Senate Transportation & Local Government
Upcoming Action:	Not Set
Web Link:	<a href="https://leg.colorado.gov/bills/sb21-165">https://leg.colorado.gov/bills/sb21-165</a>

## **SB21-187** **Dialysis Treatment Transportation Funding**

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Bill Summary:	The bill creates the dialysis transportation provider reimbursement program within the department of transportation. The program is created to reimburse dialysis transportation providers that transport dialysis patients who are 50 years of age or older and are not otherwise covered by Medicaid. The program is funded by a per-treatment fee paid by each for-profit dialysis treatment clinic.
NFRMPO Analysis:	Dialysis treatment can be expensive and taxing, and funding reimbursement can be limited and cumbersome. This funding source could help more providers provide rides.
Sponsors:	J. Danielson, D. Jackson
Last Action:	3/19/2021: Introduced In Senate - Assigned to Finance
Upcoming Action:	Not Set
Web Link:	<a href="https://leg.colorado.gov/bills/sb21-187">https://leg.colorado.gov/bills/sb21-187</a>

## DISCUSSED, NO BILL DRAFTED:

### Statewide Transportation Funding

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Summary: Majority Leader Fenberg, Speaker Garnett, Sen. Winter, and Rep. Gray in collaboration with the Polis Administration released a draft Legislative Proposal on State Transportation Funding for stakeholder input. The proposal includes:

- Reduction of FASTER Road Safety Surcharge for 2022 and 2023, resuming in CY2024 (saving \$90M) and offsetting revenue by backfilling to maintain safety programs
- Delaying onset of new fees until FY2023
- Pilot payment plan option for EV fees

The proposed revenue from these new fees include:

- **Road usage fee:** \$0.02/gallon increasing every \$0.02 every two years to \$0.08
- **Truck fee:** \$0.06/gallon and increase \$0.01 every year to \$0.08
- **Electric Vehicle fee:** \$9 annual battery electric vehicle (BEV) increasing to \$90 by year 10; \$3.00 annual plug-in hybrid electric vehicle (PHEV) fee increasing to \$27 by year 10
- **TNC fee:** \$0.30/trip or \$0.15 for carpool or ZEV
- **Online retail order fee:** \$0.25 per delivery
- **Personal car share fee:** Lift \$2/day exemption
- **Rental fee:** index existing \$2/day rental fee to Consumer Price Index (CPI)
- **Taxi fee:** TBD per ride flat fee
- **AV Safety fee:** TBD

The revenue collected from those fees would go to:

- **HUTF (State):** 60 percent for highways, including new construction, safety improvements, maintenance, and capacity improvements (**\$1.637B**)
- **HUTF (Local):** 22 percent to the counties and 18 percent to municipalities (**\$1.091B**)
- **Non-Attainment Fund:** new fund for community impact and air pollution/GHG mitigation in nonattainment regions (**\$106M**)
- **Multimodal & Mitigation Options Fund (MMOF):** support an integrated multimodal transportation system, mitigate environmental impacts, advance Front Range Rail (**\$366M**)
- **Charging Infrastructure & Electric Vehicle Equity:** Community Charging Stations & Community Alternative Transportation, including eBikes (**\$323M**)
- **CDPHE Fleet Electrification Incentives:** Support fleet replacement (**\$320M**)
- **CDOT Public Transit Electrification:** Support electrification of public transit and transit charging infrastructure (**\$81M**)
- **FASTER Fee Reduction & CDOT COP Payments:** (**-\$769M**)

Provide feedback at [Coloradotransportationfeedback@gmail.com](mailto:Coloradotransportationfeedback@gmail.com).

## Other Bills To Watch (Air Quality or Mobility-related)

<b>HB21-1175</b> Donation To Nonprofit For Traffic Violations	<p>The bill allows a person who has been issued a penalty assessment for or has been convicted of a traffic infraction or traffic misdemeanor to make a donation of money or time to a nonprofit organization in lieu of paying the fine. The amount of fine that may be offset by a donation is limited to \$500.</p>
<b>SB21-099</b> Sunset License Plate Disability Support Act	<p>The bill implements the recommendation of the department of regulatory agencies in its sunset review and report on the "Laura Hershey Disability Support Act" by continuing the act for 5 years. This continues the Colorado disability funding committee, which auctions motor vehicle license plate numbers to raise money to aid persons with disabilities in accessing disability benefits.</p> <p>Upcoming Schedule: 3/22 - Senate Floor Work</p>
<b>SB21-125</b> Alternate Proposals Air Quality Control Rulemaking  <b>Postponed indefinitely</b>	<p>The bill requires the Air Quality Control Commission (AQCC) to promulgate rules concerning alternate proposals that establish a deadline for submitting these proposals, but the deadline can be no later than the deadline for party statements; govern the submission of proposals; establish procedures for assigning a hearing officer to make the determination whether the proposal complies with the requirements; and Ensure that any party to the hearing is afforded sufficient time before the hearing to consider proposals and file with the commission a written response to the proposal.</p> <p>The commission is prohibited from considering an alternate proposal at the hearing unless the proposal complies with the bill, as determined by a hearing officer; and Includes an initial economic impact analysis; a description of the classes of persons that will be affected; and a statement as to whether the proposal was developed in consultation with those persons or why consultation with those persons was not conducted.</p>
<b>SB21-161</b> Voluntary Reduce Greenhouse Gas Natural Gas Utility  <b>Postponed indefinitely</b>	<p>The bill requires the public utilities commission (PUC) to adopt by rule, no later than July 31, 2022, greenhouse gas (GHG) emission reduction programs (reduction programs) for large natural gas utilities (those that have at least 250,000 customer accounts in Colorado) and small natural gas utilities (those that have fewer than 250,000 customer accounts in Colorado). Municipally owned utilities may, but need not, participate in a reduction program. The bill establishes the following GHG emission reduction targets, using a utility's 2019 GHG emissions as a baseline: by January 1, 2025, at least 5%; by January 1, 2030, at least 10%; and on and after January 1, 2035, at least 15%.</p> <p>GHG emission reductions from the delivery of natural gas to other utilities and transportation sector retail customers are excluded from the reduction programs.</p>

<p><b>SB21-072</b> Public Utilities Commission Modernize Electric Transmission Infrastructure</p> <p><b>Passed Senate Third Reading, Introduced in House</b></p>	<p>The bill directs the PUC to approve utilities' applications to build new transmission facilities if the PUC, in its discretion, finds that the new facilities would assist the utilities in meeting the state's clean energy goals established in 2019. Section 1 also requires the PUC to consider the ability of the proposed facilities to support future expansion as needed to enable the utility to participate in a regional transmission organization (RTO). The bill also would create the Colorado Electric Transmission Authority (CETA) as an independent special purpose authority. CETA is authorized to select a qualified transmission operator to finance, plan, acquire, maintain, and operate eligible electric transmission and interconnected storage facilities (eligible facilities).</p> <p>CETA is granted various powers necessary to accomplish its purposes, including the power to issue revenue bonds; identify and establish intrastate electric transmission corridors; coordinate with other entities to establish interstate electric transmission corridors; exercise the power of eminent domain to acquire eligible facilities; and collect payments of reasonable rates, fees, interest, or other charges from persons using eligible facilities.</p>
<p><b>SB21-230</b> Transfer to Colorado Energy Office Energy Fund</p>	<p>The bill provides a one-time transfer of \$40M from the General Fund to the Colorado Energy Office (CEO) for grants to the Colorado Clean Energy Fund and the Colorado new energy improvement district totaling up to \$30 million and \$3 million, respectively; residential energy upgrade loans up to \$2 million; and up to \$5 million in additional funding to the Charge Ahead Colorado program administered by the CEO.</p>
<p><b>HB21-1266</b> Environmental Justice Disproportionate Impacted Community</p>	<p>This bill defines "disproportionately impacted community" and requires AQCC to promote outreach to and engage with disproportionately impacted communities by creating new ways to gather input from communities across the state, using multiple languages and multiple formats, and transparently sharing information about adverse effects resulting from its proposed actions. The bill also creates the Environmental Justice Action Task Force in CDPHE, the goal of which is to propose recommendations to the general assembly regarding practical means of addressing environmental justice inequities.</p>

## FINANCE COMMITTEE REPORT

- Finance Committee met on April 22, 2021.
- For review of **FY 2022 Budget** by Committee Kimsey walked through budget funding sources for both MPO and VanGo
  - With respect to MPO, Mallette addressed inquiry on the State Household Survey costs to be split between 2022 and 2023 and basis to costs being high. Mallette also addressed immaterial CDPHE funding for FY 2022, advising of MPO's continued pursuit with agency for future funding.
  - With respect to VanGo, Kimsey discussed funding sources, including COVID relief funding, as well as increased expense budgeted for replacement of vans, based on hybrid vehicles having a higher purchase cost.
  - Committee unanimously passed motion to recommend that Council approve FY 2022 budget.
- Mallette discussed in detail the need and associated costs to **retain an Air Quality legal firm** to assist the MPO in Rulemaking Hearings with the Air Quality Control Commission, with funding proposed to come from VanGo fund reserves for spending in current FY 2021. The Committee passed unanimously the motion to recommend that Council approve use of VanGo funds in current FY 2021 for retaining an Air Quality legal firm in support of the Rulemaking Hearings.
- Kimsey discussed **FY 2020 unaudited financial statements**, discussing in detail noted variances between actual and budgeted expenses. Notwithstanding noted variances, actual expenses were only 80% of budgeted costs for the MPO, with actual expenses being only 50% of budgeted costs for VanGo. Kimsey also discussed the Schedule of Expenditures of Federal Awards (SEFA) for FY 2021, noting it serving as a snapshot of federal grant dollars for the MPO.
- For review **of FY 2021 Budget Amendment** by Committee Kimsey discussed adjusting budget due to: (1) additional State funding, (2) additional federal funding from Section 5310 non-urban grant and (2) Council's approval to use VanGo funds to cover overspent for the Section 5310 contract for 2020. Both (1) and (2) were noted beneficial additions for the MPO, with the Committee passing unanimously the motion to recommend that Council adopt the FY 2021 Budget Amendment.

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

April 22, 2021  
2:30 p.m.  
Microsoft Teams

Members Present

William Karspeck  
Scott James  
Kristen Stephens  
Lanie Isbell  
Mark Clark

Staff Present

Suzette Mallette  
Merideth Kimsey  
Becky Karasko  
Kerri Ishmael

The meeting was called to order by Chair Karspeck at 2:32 p.m.

Approval of Minutes:

James made the motion to approve and it was seconded by Stevens. The minutes of March 18, 2021, were accepted.

FY 2022 Budget Review:

Kimsey walked through budget funding sources and local match, noting increase in local match dollars.

James inquired on whether budget included funding for Air Quality Attorney related costs. Mallette advised that CPG portion has budgeted dollars for Air Quality Attorney costs for FY22/23.

Stephens inquired on the State Household Survey costs and it being a large part of travel model development. Mallette advised that this cost, which is incurred once every 10 years, will be split between 2022 and 2023. The survey is being done in conjunction with CDOT and the other MPOs so that we have a consistent data set and it provides more robust information for everyone that describes travel of resident in the region and travel into, or across, the region. However, collaboration on this scale is more complex to coordinate and the cost of the surveys has gone up because of technology, GPS as opposed to telephone interviews. Stephens recognized that with MPO working with CDOT, costs of contractor/s will be higher.

Mallette pointed out that the MPO pursued additional funding from CDPHE to cover increased air quality work. However, based on CDPHE's budget, MPO's efforts to date have not resulted in additional funding, but that pursuit would continue.

Kimsey described the VanGo budget, discussing how the organization receives FC exchange funds and COVID estimated funding. The expense for van replacement is higher because they are now hybrid vehicles that have higher purchase costs.



Kimsey proposed Finance Committee recommend FY 2022 budget for adoption by Council. James made motion to recommend that Council approve FY 2022 budget. Motion was seconded by Stephens and passed unanimously.

#### AQ Attorney

Mallette discussed the cost estimate to hire Davis, Graham and Stubbs to assist the MPO regarding Rulemaking Hearings with the Air Quality Control Commission, for one Hearing, is \$35,000. There are no funds in the current FY 2021 budget to cover this work. Therefore, Mallette proposed use of VanGo funds to cover the \$35,000.

Finance Committee members supported the retention of an Air Quality Attorney as that was the direction of the Council.

James discussed working with proposed legal firm, Davis, Graham and Stubb, and their expertise in Air Quality for Weld County, commending their knowledge and skill set. He supported retaining the firm for proposed process.

James made motion to recommend that Council approve use of VanGo funds for retaining an Air Quality legal firm in support of the Rulemaking Hearing. Motion was seconded by Stephens and passed unanimously.

#### 2020 Q4 Unaudited Financial Statement

Kimsey discussed MPO expenses and noted variances between budget to actual, specifically those presented in package materials provided to Finance Committee, as presented in *Explanation of Variances*. As noted total actual expenses were only 80% of budgeted costs.

Kimsey discussed VanGo funding sources, specifically the City of Fort Collins (FC) Funds which included CARES Act funds. Program revenues from fares reduced significantly due to COVID. Noted variances in expenditures included insurance deductibles. Mallette noted that variance could be attributed to unusual occurrence of a fleet vehicle being totaled. Kimsey addressed unusual credit to Event/Meeting expense credit, which was attributed to refund of a prepaid deposit. As noted actual expenses were only 50% of budgeted costs.

Karspeck questioned use of bad debt expense, with Kimsey's explanation noting MPO's policy on collectability and write-off.

Kimsey discussed FY 2020 SEFA and it providing a snap-shot of federal funding.

James made motion to recommend that Council adopt FY 2020 Unaudited Financial Statement. Motion was seconded by Stephens and passed unanimously.

### FY 2021 Budget Amendment

Kimsey discussed adjusting budget due to (1) additional State funding (2) additional federal funding from Section 5310 non-urban grant and (3) Council's approval to use VanGo funds to cover overspend amounts for the Section 5310 contract for 2020.

Stephens made motion, to recommend that Council adopt the FY 2021 Budget Amendment. Motion was seconded by James and passed unanimously.

Karspeck advised of meeting being his last meeting with Finance Committee, with Commissioner James taking over with the pending election officers.

The meeting was adjourned at 3:31 p.m.

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
April 21, 2021**

**APPROVAL OF THE MARCH 17, 2021 TAC MINUTES**

Klockeman moved to approve the March 17, 2021 TAC minutes. Buckman seconded the motion, which was approved unanimously.

**CONSENT AGENDA**

**FY2022-2023 Unified Planning Work Program (UPWP) Tasks** – Anderson moved to approve the Consent Agenda. Oberschmidt seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**Air Quality Conformity** – Bornhoft stated the Air Quality Conformity Determination for the *FY2022-2025 Transportation Improvement Program (TIP)* is posted on the NFRMPO website, and the public comment period is open through May 3, 2021. Klockeman moved to recommend Planning Council approve the Air Quality Conformity Determination for the *FY2022-2025 TIP*. Baxter seconded the motion, which was approved unanimously.

**FY2022-2025 Transportation Improvement Program (TIP)** – Cunningham informed TAC the *FY2022-2025 TIP* is out for public comment through May 3, 2021. Baxter moved to recommended Planning Council adopt the *FY2022-2025 TIP*. Klockeman seconded the motion, which was approved unanimously.

**DISCUSSION ITEMS**

**FY2022 UPWP Local Match** – Karasko presented the FY2022 Unified Planning Work Program (UPWP) local match estimates, which will be included with the overall UPWP budget that will be presented to the NFRMPO Finance Committee on April 22, 2021. The FY2022-FY2023 UPWP will be released for public comment from April 23 to May 7, 2021. Mallette explained to TAC the increase in the local match for FY2022 is due to upcoming projects including the Household Travel Survey and an update to the Regional Travel Demand Model.

# NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Administrative Modification #2021-M1

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 1/27/2021

### Bridge - On State System

#### PREVIOUS ENTRY

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46598	Federal	NHPP	956	-	313	-	1,831	1,119	224	3,487
TIP ID:	P-4	State	SHF	470	-	69	-	176	129	59	433
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		<b>Total</b>	<b>1,480</b>	<b>-</b>	<b>382</b>	<b>-</b>	<b>2,007</b>	<b>1,248</b>	<b>283</b>	<b>3,920</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4

#### REVISED ENTRY

Title:	Region 4 Bridge - On System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46598	Federal	NHPP	939	-	313	17	1,831	1,119	224	3,504
TIP ID:	P-4	State	SHF	470	-	69	-	176	129	59	433
Sponsor:	CDOT Region 4	Local	LOM	54	-	-	-	-	-	-	-
Type:	Bridge		<b>Total</b>	<b>1,463</b>	<b>-</b>	<b>382</b>	<b>17</b>	<b>2,007</b>	<b>1,248</b>	<b>283</b>	<b>3,937</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4

**Revision:** Rolling forward \$17K Federal from Previous Funding to FY21 Rolled.

## NFRMPO Transportation Alternatives (TA)

### PREVIOUS ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	TA	-	-	-	-	264	-	-	264
STIP ID:	SNF5095.003	Local	L	-	-	-	-	66	-	-	66
TIP ID:	2021-001		<b>Total</b>	-	-	-	-	<b>330</b>	-	-	<b>330</b>
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										

### REVISED ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	TA	-	-	-	-	151	-	-	151
STIP ID:	SNF5095.003	Federal	PNF	-	-	-	-	113	-	-	113
TIP ID:	2021-001	Local	L	-	-	-	-	66	-	-	66
Type:	Bike/Ped Facility		<b>Total</b>	-	-	-	-	<b>330</b>	-	-	<b>330</b>
Air Quality:	Exempt from conformity analysis										
Revision:	Swapping \$113K FY21 Federal funding program from TA to PNF (Pandemic North Front).										

## Surface Transportation Block Grant (STBG)

### PREVIOUS ENTRY

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	2,695	-	-	2,695
STIP ID:	SNF5788.047	Local	L	-	-	-	-	1,033	-	-	1,033
TIP ID:	2020-010	Local	LOM	-	-	2,273	-	-	-	-	2,273
Type:	Widening		<b>Total</b>	-	-	<b>2,273</b>	-	<b>3,727</b>	-	-	<b>6,000</b>
Air Quality:	Included in conformity analysis										
Description:	4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).										

### REVISED ENTRY

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.047	Federal	PNF	-	-	-	-	2,695	-	-	2,695
TIP ID:	2020-010	Local	L	-	-	-	-	1,033	-	-	1,033
Type:	Widening	Local	LOM	-	-	2,273	-	-	-	-	2,273
Air Quality:	Included in conformity analysis		<b>Total</b>	-	-	<b>2,273</b>	-	<b>3,727</b>	-	-	<b>6,000</b>
Description:	4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).										
Revision:	Swapping \$2,695K Federal funding program from STBG to PNF (Pandemic North Front).										

**PREVIOUS ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	STBG	-	-	-	-	496	-	-	496
STIP ID:	SNF5095.003	Local	L	-	-	-	-	343	-	-	343
TIP ID:	2021-001	Local	LOM	-	-	-	-	1,155	-	-	1,155
Type:	Widening Bike/Ped Facility		Total	-	-	-	-	1,994	-	-	1,994
Air Quality:	Included in conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										

**REVISED ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5095.003	Federal	PNF	-	-	-	-	496	-	-	496
TIP ID:	2021-001	Local	L	-	-	-	-	343	-	-	343
Type:	Widening Bike/Ped Facility	Local	LOM	-	-	-	-	1,155	-	-	1,155
			Total	-	-	-	-	1,994	-	-	1,994
Air Quality:	Included in conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										
Revision:	Swapping \$496K Federal funding program from STBG to PNF (Pandemic North Front).										

**PREVIOUS ENTRY**

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	-	1,000	-	-	-	1,000
STIP ID:	SNF5788.045	Local	L	-	-	-	266	-	-	-	266
TIP ID:	2020-013	Local	LOM	-	-	-	280	-	-	-	280
Type:	Intersection Improvements		<b>Total</b>	-	-	-	<b>1,546</b>	-	-	-	<b>1,546</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.

**REVISED ENTRY**

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.045	Federal	PNF	-	-	-	1,000	-	-	-	1,000
TIP ID:	2020-013	Local	L	-	-	-	266	-	-	-	266
Type:	Intersection Improvements	Local	LOM	-	-	-	280	-	-	-	280
Air Quality:	Exempt from conformity analysis		<b>Total</b>	-	-	-	<b>1,546</b>	-	-	-	<b>1,546</b>

**Description:** Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.

**Revision:** Swapping \$1,000K Federal funding program from STBG to PNF (Pandemic North Front).

## Grants: Safe Routes to School

### PREVIOUS ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	STBG	555	-	83	1,278	100	-	-	1,461
<b>STIP ID:</b>	SR47001	Local	L	96	-	30	319	25	-	-	374
<b>TIP ID:</b>	P-24	Local	LOM	153	-	221	-	153	-	-	374
<b>Type:</b>	Bike/Ped		<b>Total</b>	<b>277</b>	-	<b>334</b>	<b>1,597</b>	<b>278</b>	-	-	<b>2,209</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.028	Connecting Pathways to Ponderosa	City of Loveland
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

### REVISED ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Various Below	Federal	STBG	555	-	83	1,213	-	-	-	1,296
<b>STIP ID:</b>	SR47001	Local	L	96	-	30	303	-	-	-	333
<b>TIP ID:</b>	P-24	Local	LOM	153	-	221	-	278	-	-	499
<b>Type:</b>	Bike/Ped		<b>Total</b>	<b>277</b>	-	<b>334</b>	<b>1,516</b>	<b>278</b>	-	-	<b>2,128</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.028	Connecting Pathways to Ponderosa	City of Loveland
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

**Revision:** Correcting revision #2020-M12.2 which erroneously added \$100K Federal FY21 and \$25K Local FY21 by shifting \$125K to LOM in FY21. Decreasing SR47001.030 by \$65K Federal and \$16K Local FY21 Rolled due to project savings.



# NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Administrative Modification #2021-M2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 2/22/2021

### Surface Treatment

#### PREVIOUS ENTRY

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	STBG/NHPP	26,033	-	16,545	-	8,757	8,757	8,757	<b>42,816</b>
<b>STIP ID:</b>	SR45218	State	SHF	6,849	-	2,284	-	1,668	1,668	1,668	<b>7,288</b>
<b>TIP ID:</b>	P-13	State	SB1	1,975	-	-	-	-	-	-	-
<b>Type:</b>	Surface Treatment	Local	L	1,500	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis	Local	LOM	877	-	-	-	-	-	-	-
<b>Total</b>				<b>37,234</b>	-	<b>18,829</b>	-	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>50,104</b>

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.114	SH60: I-25 to Milliken	CDOT Region 4
SR45218.183	SH14 Ft Collins East	CDOT Region 4
SR45218.174	US85L: O St to Ault	CDOT Region 4
SR45218.187	SH263: US 85 to Greeley Airport	CDOT Region 4
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4

#### REVISED ENTRY

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	STBG/NHPP	26,033	-	16,545	-	8,757	8,757	8,757	<b>42,816</b>
<b>STIP ID:</b>	SR45218	State	SHF	6,849	-	2,284	-	1,668	1,668	1,668	<b>7,288</b>
<b>TIP ID:</b>	P-13	State	SB1	1,975	-	-	-	-	-	-	-
<b>Type:</b>	Surface Treatment	Local	L	1,500	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis	Local	LOM	877	-	-	-	-	-	-	-
<b>Total</b>				<b>37,234</b>	-	<b>18,829</b>	-	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>50,104</b>

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.114	SH60: I-25 to Milliken	CDOT Region 4
SR45218.183	SH14 Ft Collins East	CDOT Region 4
SR45218.174	US85L: O St to Ault	CDOT Region 4
SR45218.187	SH263: US 85 to Greeley Airport	CDOT Region 4
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4
SR45218.232	US85 5th to O Street Business Surface	CDOT Region 4

**Revision:** Adding two new pool projects in FY22: SH257 & Eastman Park Drive Intersection (SNF5788.045) & US85 5th to O St Business Surface (SR45218.232). No change to pool total.

**Surface Transportation Block Grant (STBG)****PREVIOUS ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5095.003	Federal	PNF	-	-	-	-	496	-	-	496
TIP ID:	2021-001	Local	L	-	-	-	-	343	-	-	343
Type:	Bike/Ped Facility	Local	LOM	-	-	-	-	1,155	-	-	1,155
Air Quality:	Included in conformity analysis		<b>Total</b>	-	-	-	-	<b>1,994</b>	-	-	<b>1,994</b>

**Description:** Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.

**REVISED ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	Federal	STBG	-	-	-	-	253	-	-	253
STIP ID:	SNF5095.003	Federal	PNF	-	-	-	-	243	-	-	243
TIP ID:	2021-001	Local	L	-	-	-	-	343	-	-	343
Type:	Bike/Ped Facility	Local	LOM	-	-	-	-	1,155	-	-	1,155
Air Quality:	Included in conformity analysis		<b>Total</b>	-	-	-	-	<b>1,741</b>	-	-	<b>1,741</b>

**Description:** Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.

**Revision:** Shifting \$253K in FY21 from PNF to STBG to account for STBG FY21 Supplemental Appropriation and correct stimulus funding allocations.

## FTA 5307 - Urbanized Area Formula Program

### PREVIOUS ENTRY

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	2,116	-	1,840	-	2,136	2,136	2,136	8,248
STIP ID:	SST6741.101	Local	L	2,116	-	1,810	-	2,136	2,136	2,136	8,218
TIP ID:	2017-037		<b>Total</b>	<b>4,232</b>	<b>-</b>	<b>3,650</b>	<b>-</b>	<b>4,272</b>	<b>4,272</b>	<b>4,272</b>	<b>16,466</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Transfort Fixed Route Operations including Onboard Ridership Survey.										

### REVISED ENTRY

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	2,116	-	1,840	-	2,200	2,136	2,136	8,312
STIP ID:	SST6741.101	Local	L	2,116	-	1,810	-	1,900	2,136	2,136	7,982
TIP ID:	2017-037		<b>Total</b>	<b>4,232</b>	<b>-</b>	<b>3,650</b>	<b>-</b>	<b>4,100</b>	<b>4,272</b>	<b>4,272</b>	<b>16,294</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Transfort Fixed Route Operations including Transit Planning, Design, and Capital										
Revision:	Updating funding in FY21 based on current estimates and updating project description to add Transit Planning, Design, and Capital.										

### PREVIOUS ENTRY

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	450	-	400	-	437	437	437	1,711
STIP ID:	SST6741.086	Local	L	675	-	600	-	656	656	656	2,568
TIP ID:	2017-039		<b>Total</b>	<b>1,125</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>1,093</b>	<b>1,093</b>	<b>1,093</b>	<b>4,279</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Provision of contracted demand response paratransit services for the Transfort service area.										

### REVISED ENTRY

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	450	-	400	-	336	437	437	1,610
STIP ID:	SST6741.086	Local	L	675	-	600	-	505	656	656	2,417
TIP ID:	2017-039		<b>Total</b>	<b>1,125</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>841</b>	<b>1,093</b>	<b>1,093</b>	<b>4,027</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Provision of contracted demand response paratransit services for the Transfort service area.										
Revision:	Updating funding in FY21 based on current estimates.										

**PREVIOUS ENTRY**

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	1,936	-	1,422	-	1,934	1,934	1,934	7,224
STIP ID:	SST6741.111	Local	L	484	-	356	-	483	483	483	1,805
TIP ID:	2017-038		<b>Total</b>	<b>2,420</b>	<b>-</b>	<b>1,778</b>	<b>-</b>	<b>2,417</b>	<b>2,417</b>	<b>2,417</b>	<b>9,029</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.										
Revision:	#2020-M2 - Updating funding in FY20 based on current estimates.										

**REVISED ENTRY**

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	1,936	-	1,422	-	1,124	1,934	1,934	6,414
STIP ID:	SST6741.111	Local	L	484	-	356	-	281	483	483	1,603
TIP ID:	2017-038		<b>Total</b>	<b>2,420</b>	<b>-</b>	<b>1,778</b>	<b>-</b>	<b>1,405</b>	<b>2,417</b>	<b>2,417</b>	<b>8,017</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.										
Revision:	Updating funding in FY21 based on current estimates.										

# FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

## PREVIOUS ENTRY

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5310	-	425	-	226	235	245	255	1,386
STIP ID:	SST6731.024	Local	L	-	95	-	57	59	61	64	336
TIP ID:	2017-041		<b>Total</b>	-	<b>520</b>	-	<b>283</b>	<b>294</b>	<b>306</b>	<b>319</b>	<b>1,722</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.										

## REVISED ENTRY

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5310	-	425	-	226	238	245	255	1,389
STIP ID:	SST6731.024	Local	L	-	95	-	57	59	61	64	336
TIP ID:	2017-041		<b>Total</b>	-	<b>520</b>	-	<b>283</b>	<b>297</b>	<b>306</b>	<b>319</b>	<b>1,725</b>
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.										
Revision:	Updating funding in FY21 based on current estimates.										

## FTA 5339 - Bus and Bus Facilities Program

### PREVIOUS ENTRY

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins	Federal	FTA 5339	555	-	-	394	399	399	399	<b>1,591</b>
<b>STIP ID:</b>	SST7066.028	Local	L	138	-	-	98	100	100	100	<b>398</b>
<b>TIP ID:</b>	2019-02		<b>Total</b>	<b>693</b>	-	-	<b>492</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>1,989</b>
<b>Type:</b>	Capital Improvements										
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).										

### REVISED ENTRY

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins	Federal	FTA 5339	555	-	-	394	353	399	399	<b>1,545</b>
<b>STIP ID:</b>	SST7066.028	Local	L	138	-	-	98	88	100	100	<b>386</b>
<b>TIP ID:</b>	2019-02		<b>Total</b>	<b>693</b>	-	-	<b>492</b>	<b>442</b>	<b>499</b>	<b>499</b>	<b>1,932</b>
<b>Type:</b>	Capital Improvements										
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).										
<b>Revision:</b>	Updating funding in FY21 based on current estimates.										

# NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Administrative Modification #2021-M3

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 3/23/2021

### Strategic

#### PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	-
<b>Type:</b>	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800	-
		State	FAS	8,500	-	-	-	-	-	-	-	-
		State	PRI	-	-	-	-	65	-	-	65	-
		State	7PX (SB228 or SB267)	140,000	-	-	-	50,000	-	-	50,000	-
		Local	Federal/State Loan	-	-	18,000	-	59,115	77,115	-	154,230	-
		Local	LOM	27,829	-	18,852	-	54	-	-	18,906	-
		Local	Private	6,000	-	-	-	-	-	-	-	-
			<b>Total</b>	<b>242,769</b>	<b>10,226</b>	<b>134,383</b>	<b>-</b>	<b>109,234</b>	<b>77,115</b>	<b>-</b>	<b>330,958</b>	<b>-</b>

#### REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	-
<b>Type:</b>	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800	-
		State	FAS	8,500	-	-	-	-	-	-	-	-
		State	PRI	-	-	-	-	65	-	-	65	-
		State	7PX (SB228 or SB267)	140,000	-	-	-	50,000	-	-	50,000	-
		Local	HPTE/TIFIA	-	-	-	-	-	42,421	93,402	135,822	18,408
		Local	LOM	27,829	-	18,852	-	54	-	-	18,906	-
		Local	Private	6,000	-	-	-	-	-	-	-	-
			<b>Total</b>	<b>242,769</b>	<b>10,226</b>	<b>116,383</b>	<b>-</b>	<b>50,119</b>	<b>42,421</b>	<b>93,402</b>	<b>312,550</b>	<b>330,958</b>

**Revision:** Correcting funding program Federal/State Loan to HTPE/TIFIA. Shifting \$154,230K TIFIA Loan over FY2022-2024 (\$42,421K in FY2022, \$93,402K in FY23, and \$18,408K in Future Funding (FY24)).



Michael L. Cheroutes  
President  
ROADIS USA Holding LLC  
720 S Colorado Boulevard  
Penthouse North, Suite 1344  
Denver, CO 80246

April 12, 2021

Dear Mr. Cheroutes,

Thank you for submitting an Unsolicited Proposal titled 'I-25 North: Development and Funding - Advancing HPTE's Express Lane System'. Your proposal has passed the threshold review and proceeded to the Phase One Evaluation, as outlined in the HPTE Unsolicited Proposal Policy ([2020](#)). A Review Team consisting of CDOT and HPTE staff is being formed to review your proposal. We will reach out to you should we have any questions and/or arrange a meeting to discuss any elements of your proposal identified by the Review Team.

Please feel free to contact Simon Logan, HPTE Liaison and Program Coordinator, with any questions ([simon.logan@state.co.us](mailto:simon.logan@state.co.us), 303-757-9380).

Thank you for your continued interest in helping us improve Colorado's transportation system.

Yours sincerely,

A handwritten signature in black ink that reads "Nicholas J. Farber". The signature is written in a cursive, flowing style.

---

Nick Farber  
HPTE Director

HIGH PERFORMANCE TRANSPORTATION ENTERPRISE

2829 W. Howard Place, Denver, Colorado 80204 | 303.757.9249 | FAX: 303.757.9179 |  
[www.coloradohpte.com](http://www.coloradohpte.com)





03•16•21

# ***I-25 NORTH***

**DEVELOPMENT & FUNDING**

**– ADVANCING HPTE'S**

**EXPRESS LANE**

**SYSTEM**

**ROADIS**

**HORROCKS**  
ENGINEERS

March 23, 2021

High Performance Transportation Enterprise (HPTE)  
2829 W Howard Pl  
Denver, CO 80204  
Attn: Nicholas Farber, Director

**SUBJECT: I-25 NORTH DEVELOPMENT & FUNDING – ADVANCING HPTE’S EXPRESS LANE SYSTEM**

Dear Mr. Farber:

ROADIS USA HOLDING LLC is pleased to offer this Conceptual Proposal specifically focused on the development and funding of improvements to the I-25 N Corridor from Denver to Fort Collins, including in particular the Express Lane System contemplated for that Corridor. The Proposal is submitted pursuant to the HPTE Unsolicited Proposal Policy, dated November 2020. The \$5,000 application fee is being sent under separate cover.

Horrocks Engineers (“Horrocks”) is intended to be a key partner in our proposed team. This team brings with it a wealth of knowledge and extensive experience specific to the Corridor.

This proposal offers HPTE/CDOT a method to accomplish this critical infrastructure with great value, including:

- **Mobility and safety improvements**
- **User choice in mode of travel**
- **Completion of planned multimodal infrastructure improvements** by extending the I-25N Express Lane System for Bustang priority use and adding a center loading station and transit/multimodal hub
- **Improvements accomplished with no additional funding needed from CDOT**
- **Significant investment in preparation for evolving road technology and electric vehicle use**, resulting in significant reduction of greenhouse gases

We hope that after reviewing our Proposal, HPTE will decide to advance it for further evaluation and consideration.

Please contact Michael Cheroutes either by phone (303) 396-2431 or by e-mail [mcheroutes@roadis.com](mailto:mcheroutes@roadis.com) with any questions or comments at this stage.

Sincerely,



Michael L. Cheroutes  
President  
**ROADIS USA Holding LLC**



## 1. BASIC INFORMATION

### PROPOSER INFORMATION:

**Name:** ROADIS USA HOLDING LLC

**Address:** 720 S Colorado Boulevard, Penthouse North, Suite 1344, Denver, CO 80246

**Further contact information:** Michael Cheroutes: (303) 396-2431; mcheroutes@roadis.com

**Type of organization:** Delaware LLC

### Technical and Business personnel names & contact information:

Michael L. Cheroutes	Simon Duranceau	Fernando Herrera
President ROADIS USA	Corporate Finance Head ROADIS USA	Head of Business Development ROADIS USA
720 S Colorado Boulevard Penthouse North, Suite 1344	720 S Colorado Boulevard Penthouse North, Suite 1344	720 S Colorado Boulevard Penthouse North, Suite 1344
Denver, CO 80246	Denver, CO 80246	Denver, CO 80246
Direct: 720 590 4890	Direct: 720 590 4890	Direct: 720 590 4890
Cell: 303 396 2431	Cell: 303 332 2770	Cell: 213 321 7835
mcheroutes@roadis.com	sduranceau@roadis.com	fherrera@roadis.com

## 2. CONCEPTUAL PROPOSAL EXECUTIVE SUMMARY

**Title of the proposal:** I-25 North Development & Funding – Advancing HPTE’s Express Lane System

### Executive summary:

This Proposal (“**Proposal**”) is submitted by ROADIS USA HOLDING LLC (“**ROADIS USA**”) and contemplates a comprehensive solution to the further development and funding of Segments 2 through 5 of the I-25 North Corridor (as that “**Corridor**” and its “**Segments**” are identified in the Fact Sheet, dated June, 2020, posted by the Colorado Department of Transportation (“**CDOT**”) on its website, [www.cdott.gov](http://www.cdott.gov)). The Corridor links Denver and Fort Collins and includes the I-25 North Express Lane System (the “**I-25N System**”) of the High Performance Transportation Enterprise (“**HPTE**”). The projects in this Proposal are already planned by CDOT and HPTE and include critical safety upgrades and rapid transit opportunities. This Proposal accelerates the construction of these vital infrastructure links that will bring quality of life, health and safety, and well-being to the communities served by this critical north-south corridor. Finally, this Proposal offers exceptional value for travelers by providing for multimodal user choice and by incorporating sustainable, innovative, and evolving vehicle technologies that will improve air quality and reduce greenhouse gases.

In particular, the Proposal offers development and funding for:

1. Auxiliary lanes and other safety and congestion enhancements in Segment 2 (from US-36 to 120th).
2. The bridge and transit hub at 88th Ave.
3. The extension of express lanes in Segments 3 (from E-470 to SH-7) and 4 (SH-7 to SH-66).
4. The extension of express lanes in Segment 5 (SH-66 to SH-56).

**No CDOT funding beyond what is already committed to the corridor is expected to be required, and the Proposal would relieve CDOT and HPTE of operation and maintenance (including life-cycle) burdens for Segments 2-8 of the I-25N System.**



I-25 Segment 2 Wall Construction in Denver





We are aware the I-25N System is also intended to provide rapid transit options in the Corridor. Express bus service — toll free and with guaranteed-time/priority use — is assumed as an element of our financial analysis.

ROADIS USA, and its team, will be equipped to quickly execute the Proposal in a long-term, reasonably valued, and sustainable partnership with CDOT and HPTE.

### 3. CONCEPTUAL PROPOSAL – KEY INFORMATION

**Title of the proposal:** I-25 North Development & Funding – Advancing HPTE’s Express Lane System

**Key Information:**



ROADIS Transportation Holding, S.L.U. (“**ROADIS**”) is a global leader in the financing, development, operation, and management of road assets. ROADIS operates over 1,150 miles of roads, employs over 2,700 individuals worldwide, and currently operates ten highway concessions in Brazil, India, Mexico, Spain, and Portugal. It is wholly owned by the Public Sector Pension Investment Board of Canada, a Canadian Crown Corporation, with current net assets of over C\$169.8 billion.

ROADIS USA, a wholly-owned subsidiary of ROADIS, headquartered in Denver, has been focused on providing transportation solutions to the Denver Metropolitan area for many years, and intends to continue pursuing opportunities to inject substantial capital into the region’s infrastructure development efforts to improve mobility, safety and user choice for the traveling public. This Proposal is an additional step in achieving this long-term strategy and in establishing ROADIS USA as a key player in the US infrastructure market.



Established in 1968, Horrocks Engineers, Inc. (“**Horrocks**”) is a privately owned S-Corporation with a net worth of over US\$32 million. Horrocks employs over 670 people located in 19 offices across 9 states, including an office in the Denver Technological Center (DTC), established in August 2018. In roughly 2 years, Horrocks has grown to two Colorado locations and tripled in full-service staff, including several previous CDOT employees with in-depth knowledge of CDOT policies and procedures. Horrocks’ staff skills include project and program management; alternative delivery; subsurface utility engineering (SUE); utility coordination; roadway design; traffic and ITS design; structural design; construction management; cost estimating, constructability, and risk management; and CAD services for high-quality transportation facilities. Recognized for their alternative delivery expertise, Horrocks has delivered over US\$2 billion in design-build (DB) projects. Other project experience includes work for the Federal Government and more than 200 towns, cities, and counties throughout the western United States. Horrocks’ varied experience provides the range of qualifications needed to perform any infrastructure-related service that clients need. The firm offers a quality team, large enough to provide specialty expertise and perform major engineering projects, while remaining familiar with clients’ needs on an upper management-level basis. This enables them to be responsive and diligent to the needs of each project, regardless of size and complexity. In the last 10 years Horrocks has:

- Delivered over 300 projects for 7 DOTs, including CDOT
- Completed projects worth an estimated US\$5.95 billion in construction value
- Designed approximately 2,000 lane-miles of roadways (half of which are interstate highway lane-miles)



North I-25, Segment 5

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
May 6, 2021	Air Quality Conformity **CONSENT**	Medora Bornhoft
<b>Objective/Request Action</b>		
To approve the air quality Conformity Determination for the FY2022-2025 Transportation Improvement Program (TIP). The Determination also applies to the NFRMPO <i>2045 Regional Transportation Plan</i> (RTP), a portion of the Upper Front Range (UFR) <i>2045 RTP</i> , and a portion of the FY2022-2025 Statewide TIP (STIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ol style="list-style-type: none"> <li>1. The Conformity Determination for the FY 2022-2025 TIP meets the federal air quality requirements for ozone and carbon monoxide (CO).</li> <li>2. Because the FY 2022-2025 TIP does not contain any new projects, the Conformity Determination relies on the regional emissions analysis (REA) conducted for the most recent Conformity Determination, which occurred in 2019 for the <i>2045 Regional Transportation Plan</i> (RTP).               <ul style="list-style-type: none"> <li>• The REA demonstrates the 2045 RTP and associated TIPs do not exceed the budgets established in the Moderate Ozone State Implementation Plan (SIP) in any of the staging years.</li> <li>• An REA is not included for CO because transportation plans and programs in CO limited maintenance plan areas are presumed to automatically satisfy the emissions budget test requirement.</li> </ul> </li> <li>3. The Determination also covers the portion of the Upper Front Range Transportation Planning Region (UFRTPR) within the Northern Subarea, including such portion of their 2045 RTP and the Colorado Department of Transportation's (CDOT) FY2022-2025 STIP.</li> </ol>		
<b>Committee Discussion</b>		
At their meeting on April 21, the TAC recommended Planning Council approve the Conformity Determination.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• The Conformity Determination demonstrates the TIP will not:               <ul style="list-style-type: none"> <li>○ Create new violations of the National Ambient Air Quality Standards (NAAQS);</li> <li>○ Increase the frequency or severity of NAAQS violations; or</li> <li>○ Delay timely attainment of the NAAQS or achievement of any interim milestone.</li> </ul> </li> <li>• The Interagency Consultation Group (ICG) concurred on the following two elements of the conformity determination:               <ul style="list-style-type: none"> <li>○ Relying on the previous REA conducted for the <i>2045 Regional Transportation Plan</i> (RTP) conformity determination.</li> <li>○ Using the routine conformity process identified in the Air Quality Control Commission's (AQCC's) Regulation 10.</li> </ul> </li> <li>• The public comment period for the conformity determination opened on April 2 and closes on May 3, 2021. As of April 26, no comments have been received.</li> <li>• See the full report online: <a href="https://nfrmpo.org/wp-content/uploads/2021-conformity-tip-draft.pdf">https://nfrmpo.org/wp-content/uploads/2021-conformity-tip-draft.pdf</a></li> </ul>		
<b>Advantages</b>		
Approval of the Conformity Determination allows the Planning Council to adopt the FY2022-2025 TIP.		

Disadvantages
None noted.
Analysis/Recommendation
TAC recommended Planning Council approve the Conformity Determination.
Attachments
<ul style="list-style-type: none"> <li>• <b><i>Resolution No. 2021-10</i></b></li> </ul>

Rev. 11/28/2018

**RESOLUTION NO. 2021-10**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE CONFORMITY DETERMINATION FOR THE NFRMPO FY2022-2025 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

**WHEREAS**, a portion of the City of Fort Collins is currently designated as a maintenance area for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

**WHEREAS**, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the NFRMPO boundary, but are contained within the Upper Front Range Transportation Planning Region (UFRTPR); and

**WHEREAS**, Section 93.122(g) of the conformity rule allows conformity determinations to rely on previous regional emissions analyses if all regionally significant projects were included in the previous analysis; and

**WHEREAS**, the FY2022-2025 TIP retains the regionally significant projects programmed in FY2022 and FY2023 from the FY2020-2023 TIP and does not add any new regionally significant projects; and

**WHEREAS**, the previous regional emissions analysis conducted on the NFRMPO’s fiscally constrained FY2020-2023 TIP and 2045 RTP using the 2045 planning assumptions were within the federally approved emissions budgets; and

**WHEREAS**, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing.

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council determines the FY2022-2025 TIP, the 2045 RTP, a portion of the Upper Front Range 2045 RTP, and a portion of the Colorado FY2022-2025 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations and redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of May 2021.

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William Karspeck, Vice Chair

ATTEST:

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Suzette Mallette, Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date		Agenda Item	Submitted By
May 6, 2021 VIRTUAL		FY 2022-2025 Transportation Improvement Program (TIP) ***CONSENT***	AnnaRose Cunningham
Objective/Request Action			
To adopt the FY 2022-2025 TIP.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points			
<ul style="list-style-type: none"> <li>The FY 2022-2025 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2022 through 2025.</li> <li>All projects with funding in FY 2022-2023 in the current FY 2020-2023 TIP were carried forward to the Draft FY 2022-2025 TIP.</li> <li>The Draft FY 2022-2025 TIP includes projects and roll-forwards submitted during the January 29 – February 12, 2021 submission window. Additional roll-forwards of unbudgeted FY 2021 funding into FY 2022 funding will occur in the summer.</li> <li>The policies and procedures in the FY 2022-2025 TIP are carried forward from the FY 2020-2023 TIP. However, the following has been updated:               <ul style="list-style-type: none"> <li>Revision of the Air Quality Significant project definitions.</li> <li>Updated requirements for policy amendments and administrative modifications.</li> <li>Added a description and processes for project scope changes for NFRMPO selected projects.</li> <li>Clarification of the Project Milestone dates for vehicle purchase projects.</li> <li>Added Transit Safety Targets adopted by transit operators in the NFRMPO.</li> <li>Inclusion of the Federal Performance Measures and TIP Project Impact evaluation.</li> </ul> </li> </ul>			
Committee Discussion			
<ul style="list-style-type: none"> <li>The TAC and Planning Council discussed the Draft FY 2022-2025 TIP at their March 17, 2021 and April 1, 2021 meetings, respectively.</li> </ul>			
Supporting Information			
<ul style="list-style-type: none"> <li>The Draft FY 2022-2025 is available for TAC review the following link: <a href="https://nfrmpo.org/wp-content/uploads/fy2022-2025-tip-draft.pdf">https://nfrmpo.org/wp-content/uploads/fy2022-2025-tip-draft.pdf</a></li> <li>Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the Draft TIP as the information becomes available.</li> <li>The TIP tables reflect project information as of April 2, 2021. Upon approval by the state, TIP Modifications and TIP Amendments completed since April 2, 2021 will be incorporated into the FY2022-2025 TIP.</li> <li>The Draft Conformity Determination for the FY 2022-2025 TIP demonstrates conformity with the applicable air quality requirement and is available at the following link: <a href="https://nfrmpo.org/wp-content/uploads/2021-conformity-tip-draft.pdf">https://nfrmpo.org/wp-content/uploads/2021-conformity-tip-draft.pdf</a>.</li> <li>The public comment period for the Draft FY 2022-2025 TIP opened on April 2, 2021 and closed on May 3, 2021. No comments have been received as of April 23, 2021.</li> </ul>			
Advantages			
<ul style="list-style-type: none"> <li>Approval of the TIP will ensure the timely merger of projects into the Statewide Transportation Improvement Program (STIP) so budget processes can occur at the beginning of the State FY 2022 on July 1, 2021.</li> </ul>			
Disadvantages			
<ul style="list-style-type: none"> <li>None.</li> </ul>			



**Analysis/Recommendation**

TAC recommended Planning Council approve the FY 2022-2025 TIP Narrative and Tables and associated conformity determination at their April 21, 2021 meeting.

**Attachments**

- **Resolution No. 2021-11**

**RESOLUTION NO. 2021-11**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FY2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS AND FY2022**  
**BUDGET**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2022 and FY2023 UPWP with a FY2022 Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

**WHEREAS**, the budget includes funding for the VanGo™ vanpool program that is self-sufficient through fares and other funding sources; and

**WHEREAS**, the UPWP and budget have been constructed to allocate expenses as direct to a program where possible to reduce the indirect rate while more accurately reflecting true program costs; and

**WHEREAS**, the FY2022-2023 UPWP has continued the trend to reduce the use of Surface Transportation Block Grant Program (STBGP) funds for planning to allow for more construction funds; and

**WHEREAS**, the NFRMPO has budgeted a federal fund total of \$2,161,707, which includes STBG (\$555,523); CPG (\$873,290); SPR (\$77,000); Fort Collins Mobility Management (\$33,626); FTA 5310 (\$67,500); VanGo™ Reserve (\$529,768); and CDPHE (\$25k). The required match for each funding source is also identified by each funding source.

**WHEREAS**, the NFRMPO has budgeted \$1,127,568 for VanGo™ operation including \$167,524 in fares; \$508,886 in Fort Collins sales tax funds (exchanged for FTA \$5307); \$80,000 in van sales, and \$461,158 in COVID relief funds.

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council hereby approves the FY2022-2023 Unified Planning Work Program (UPWP) Tasks and FY2022 Budget and requisite match funds.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of May 2021.

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Will Karspeck, Vice Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: May 6, 2021**

**Re: \*CONSENT\* FY2022-2023 Unified Planning Work Program (UPWP)**

### Background

The NFRMPO staff has drafted the Tasks and Products for the FY2022-2023 Unified Planning Work Program (UPWP). The Finance Committee reviewed the FY2022 Budget on April 22 and recommended Planning Council approval at the May 6, 2021 meeting. The FY2022-2023 UPWP and FY2022 Budget is a Consent item for Planning Council approval at their May 6, 2021 meeting to allow CDOT and FHWA approval prior to October 1, 2021.

The draft FY2022-2023 UPWP Tasks were provided to TAC with comments requested by Wednesday, March 31, 2021. The FY2022-2023 UPWP was released for public comment from April 23 through May 7, 2021. No public comments have been received as of April 26, 2021.

The full FY2022-2023 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy022-2023-upwp-draft.pdf>.

### Action

TAC recommends Planning Council adopt the FY2022-2023 UPWP.

**RESOLUTION NO. 2021-12**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FY2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS AND FY2022**  
**BUDGET**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2022 and FY2023 UPWP with a FY2022 Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

**WHEREAS**, the budget includes funding for the VanGo™ vanpool program that is self-sufficient through fares and other funding sources; and

**WHEREAS**, the UPWP and budget have been constructed to allocate expenses as direct to a program where possible to reduce the indirect rate while more accurately reflecting true program costs; and

**WHEREAS**, the FY2022-2023 UPWP has continued the trend to reduce the use of Surface Transportation Block Grant Program (STBGP) funds for planning to allow for more construction funds; and

**WHEREAS**, the NFRMPO has budgeted a federal fund total of \$2,161,707, which includes STBG (\$555,523); CPG (\$873,290); SPR (\$77,000); Fort Collins Mobility Management (\$33,626); FTA 5310 (\$67,500); VanGo™ Reserve (\$529,768); and CDPHE (\$25k). The required match for each funding source is also identified by each funding source.

**WHEREAS**, the NFRMPO has budgeted \$1,127,568 for VanGo™ operation including \$167,524 in fares; \$508,886 in Fort Collins sales tax funds (exchanged for FTA \$5307); \$80,000 in van sales, and \$461,158 in COVID relief funds.

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council hereby approves the FY2022-2023 Unified Planning Work Program (UPWP) Tasks and FY2022 Budget and requisite match funds.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of May 2021.

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Will Karspeck, Vice Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: May 6, 2021

Re: CY 2020 4<sup>th</sup> Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 4<sup>th</sup> Quarter of Calendar Year 2020 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 and explanation of indirect costs.)

### **MPO Highlights-4<sup>th</sup> Quarter**

CDOT Division of Transit and Rail finalized the MMOF contracts which included the One Call/One Click program and the Premium Transit Analysis. These contracts had been delayed due to COVID-19 and contracts for the CARES Act.

Due to social distancing, outreach expenses and travel expenses were below budgeted expectations. Other office expenses like conference calls increased due to remote work while expenses like office supplies were down due to remote work.

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

### **VanGo™ Highlights-4<sup>th</sup> Quarter**

Due to COVID-19 VanGo™ has seen a significant reduction in ridership. During the Stay at Home and Safer at Home phases the program took steps to encourage participants to maintain membership with the program. Waiving seat reservation fees will continue until the end of June 2021. VanGo decided not to purchase the budgeted ten vans in 2020 due to reduced ridership resulting in reduced mileage on current vans. For the same reasons, van sales were delayed until 4Q 2020.

CARES Act funds, which the City of Fort Collins exchange for sales tax funds, provided approximately \$1.4m to the VanGo™ program to offset the loss of revenue. The payments from Fort Collins were broken into three installments; the first payment was received during the 2<sup>nd</sup> quarter, the second payment was received 3<sup>rd</sup> quarter and the final payment has been received in the 4<sup>th</sup> quarter.



Detail 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 2020 4th Quarter Unaudited Financial Statements dated December 31, 2020.

### **Notes**

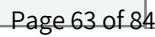
#### **Note 1:**

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 2020 indirect cost rate was calculated using the 2018 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.

## Annual Budgeted Revenue vs. Revenue - 2020

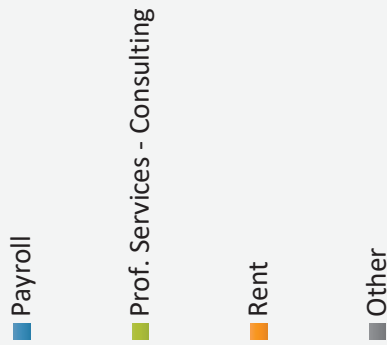


# Metropolitan Planning Organization - EXPENSES

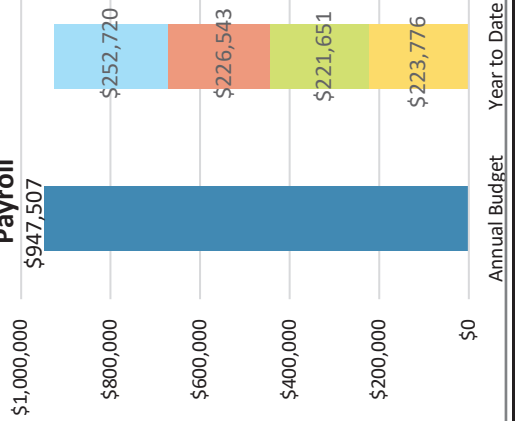
Annual Budgeted Expenses vs. Expenses - 2020

Q1 Q2 Q3 Q4

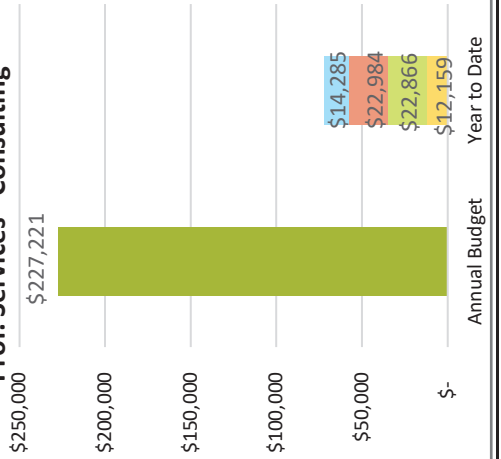
## Annual Budgeted Expenses



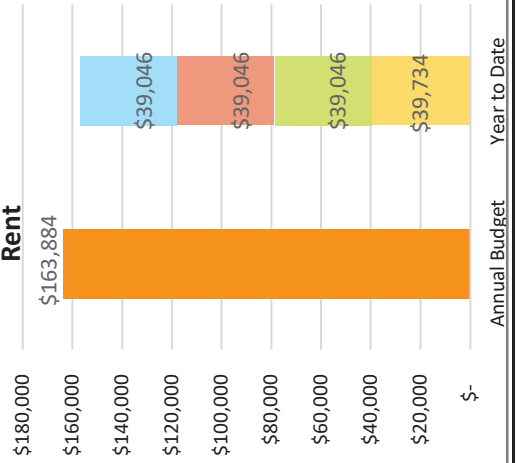
### Payroll



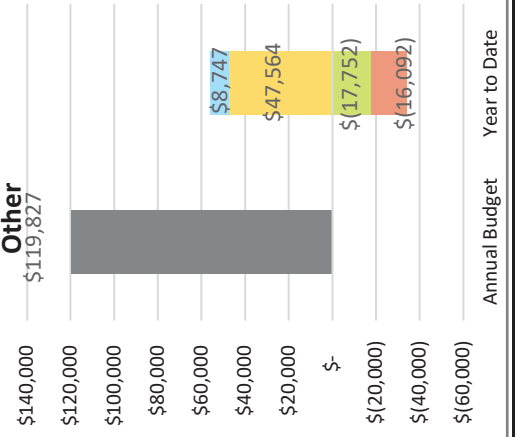
### Prof. Services - Consulting



### Rent



### Other





North Front Range Transportation Air Quality Planning Council  
Statement of Net Position  
December 31, 2020

ASSETS	
Cash and Cash Equivalents	\$512,861
Cash-Savings	
Investments	554,341
Receivables	372,827
Prepays	906
Due From Other Funds	75,970
Capital Assets, net	19,083
Grant Receivables for Long	
Term Liabilities	
Total Assets	<u>1,535,987</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued	
Liabilities	83,787
Deferred Revenue	
Advances From Other Funds	508,056
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	51,805
Total Liabilities	<u>643,648</u>

FUND BALANCE	
Unreserved	793,113
Current Year Revenue over	
(under) Expenditures	99,227
Total Fund Balance	<u>892,339</u>

Total Liabilities and Fund	
Balance	<u>1,535,987</u>

METROPOLITAN PLANNING ORGANIZATION  
Statement of Revenues, Expenditures and Changes in Fund Balance  
For the Twelve Months Ending Thursday, December 31, 2020

	4th Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
<b>REVENUE</b>						
FHWA-Federal Income-CPG	\$177,628	\$864,232	\$798,402	(\$65,831)	108.25%	(1)
FHWA-Federal Income-STBG	3,808	35,583	95,312	59,729	37.33%	
FTA-Federal Income-405C						
FTA-Federal Income-Section 5304			8,400	8,400	0.00%	
FTA-Federal Income-5310	(1,785)	27,114	26,622	(492)	101.85%	
Federal Pass Through		38,544	38,972	428	98.90%	
State Funds_MMOF	6,744	6,744		(6,744)	0.00%	
State-CDPHE	7,792	25,495	25,000	(495)	101.98%	
State-MMOF			110,633	110,633	0.00%	(2)
State-FASTER			8,000	8,000	0.00%	(2)
<b>Subtotal Grant Revenue</b>	<b>194,187</b>	<b>997,712</b>	<b>1,111,341</b>	<b>113,629</b>	<b>89.78%</b>	
Local Match-Member Entities	50,327	210,855	205,607	(5,248)	102.55%	
100% Local	29,027	29,027	2,904	(26,123)	999.40%	(3)
Transfer from VanGo			110,633	110,633	0.00%	
<b>Subtotal Local - All Sources</b>	<b>79,354</b>	<b>239,883</b>	<b>319,145</b>	<b>79,262</b>	<b>75.16%</b>	
Other Funds		2,000		(2,000)	0.00%	
City of Fort Collins Funds	(943)	25,139	27,953	2,814	89.93%	
<b>Subtotal Revenue from Other Sources</b>	<b>(943)</b>	<b>27,139</b>	<b>27,953</b>	<b>814</b>	<b>97.09%</b>	
Miscellaneous Revenue		932		(932)	0.00%	
Interest Earned	204	3,458		(3,458)	0.00%	(4)
<b>Subtotal Other Revenue Sources</b>	<b>204</b>	<b>4,390</b>		<b>(4,390)</b>	<b>0.00%</b>	
<b>Total Revenue- Combined Sources</b>	<b>272,802</b>	<b>1,269,124</b>	<b>1,458,439</b>	<b>189,315</b>	<b>87.02%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Administration	88,268	305,994	259,871	(46,123)	117.75%	(5)
Transportation Planning	159,458	587,674	655,291	67,617	89.68%	
Mobility Management	4,994	31,021	32,344	1,323	95.91%	
<b>Subtotal Payroll Expense</b>	<b>252,720</b>	<b>924,690</b>	<b>947,507</b>	<b>22,817</b>	<b>97.59%</b>	
Professional Services & Consulting	14,285	72,293	227,221	154,928	31.82%	(6)
<b>Subtotal professional Services &amp;</b>	<b>14,285</b>	<b>72,293</b>	<b>227,221</b>	<b>154,928</b>	<b>31.82%</b>	
Fleet Expense	16,498	16,509		(16,509)	0.00%	(7)
Insurance Expense	881	3,501	3,179	(322)	110.13%	
Office Furniture/Equipment (non-cap)	3,349	4,090	16,331	12,241	25.04%	
Office Supplies	737	1,642	3,664	2,022	44.81%	
Communications (phone/data/fax)	3,759	15,973	12,982	(2,990)	123.03%	(8)
Postage	225	635	1,082	446	58.73%	
Printing		15		(15)	0.00%	
Rent	39,046	156,873	163,884	7,012	95.72%	
Other Office Operating (Facility, Repairs,						
Office Equipment Lease, Backups)	1,318	4,808	4,206	(602)	114.31%	(9)
Dues, licensing and Subscriptions	511	8,337	5,301	(3,037)	157.29%	(10)
Maintenance Contracts - Copier						
maintenance/usage	3,854	13,076	10,285	(2,790)	127.13%	(11)
Software maintenance	432	19,335	84,269	64,933	22.94%	
Outreach	299	1,017	6,106	5,089	16.65%	
Other Operating Costs	1,448	5,905	1,139	(4,765)	518.27%	(12)
Event/Meeting Expense	2,179	8,170	9,565	1,395	85.42%	
Indirect Costs	(21,781)	(131,923)	(140,685)	(8,763)	93.77%	
Travel/Conference/Training Expense	418	6,389	37,705	31,316	16.95%	
Capitalized Equipment /Vehicles	(5,399)	(1)	16,875	16,876	0.00%	
Interest Expense	19	19		(19)	0.00%	
Loan Payments			8,852	8,852	0.00%	
Pass through Expenses		38,544	38,972	428	98.90%	
<b>Subtotal Other Expenses</b>	<b>47,793</b>	<b>172,914</b>	<b>283,711</b>	<b>110,797</b>	<b>60.95%</b>	
<b>Total Expenditures/Expenses</b>	<b>314,798</b>	<b>1,169,897</b>	<b>1,458,439</b>	<b>288,542</b>	<b>80.22%</b>	
Excess(Deficiency) of Revenue over						
Expenditures)	(41,996)	99,227	0	(99,227)		

METROPOLITAN PLANNING ORGANIZATION  
Statement of Revenues, Expenditures & Changes in Fund Balance  
For the twelve Months Ending December 31, 2020

Explanation of Variances

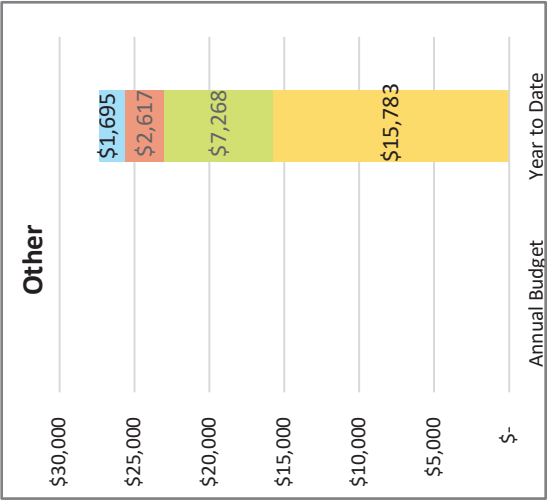
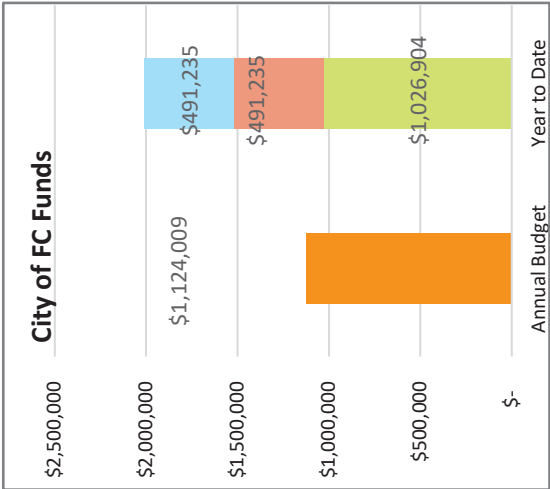
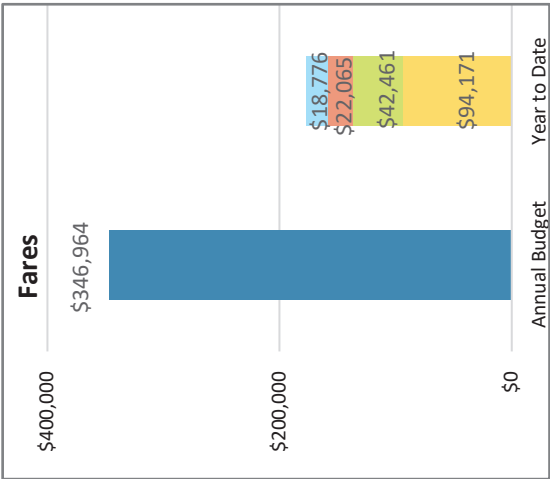
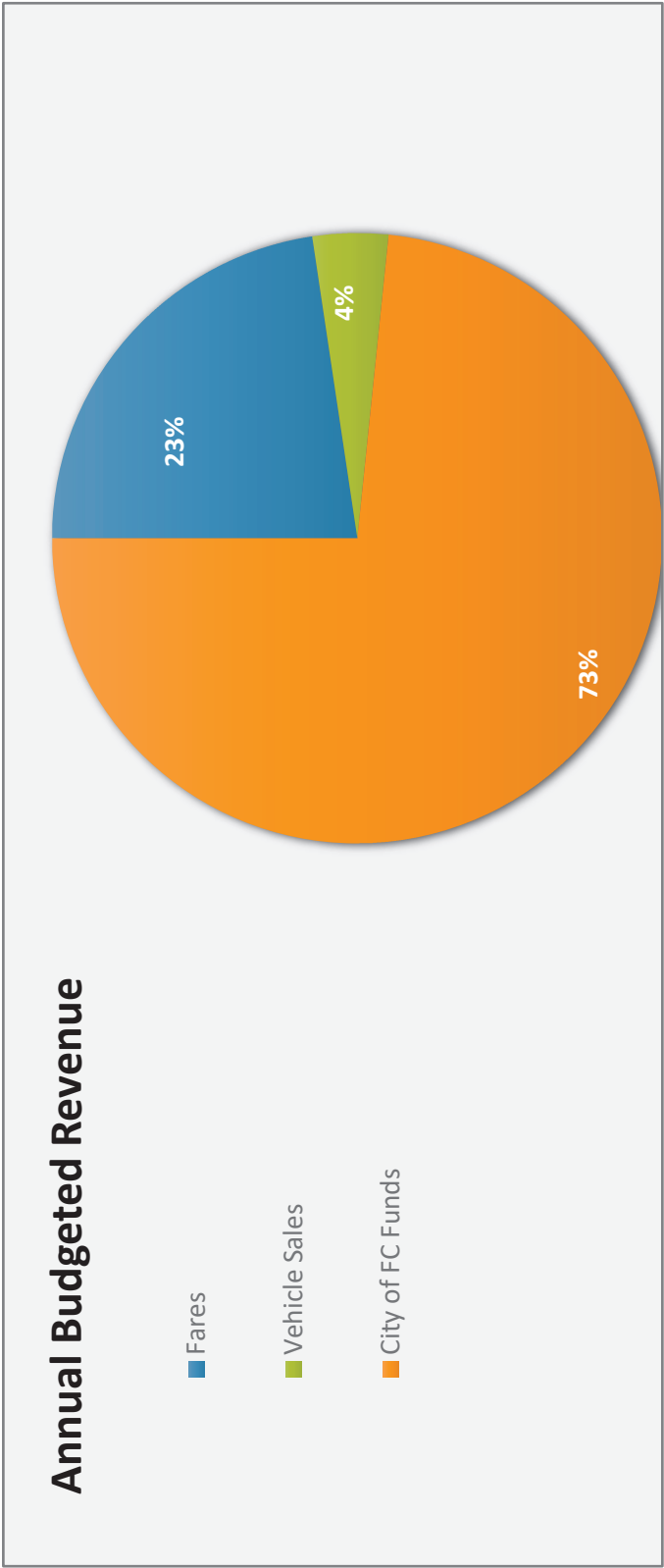
<i>Current Annual Budget Represents 9 months of UPWP Budget 2020 (Amendment 3) and 3 months of UPWP Budget 2021 (Original)</i>
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(1)	Caused by difference between FFY and CY
(2)	Contract Delayed
(3)	Remaining local match funding reserves
(4)	Interest not budgeted
(5)	Increased Administrative payroll due to negotiated pay for Lisa and additional hours worked
(6)	Transit analysis was budgeted but contract was delayed, very little legal consultation was needed
(7)	Depreciation not budgeted
(8)	With remote work confrence call expenses increased
(9)	Employment advertising
(10)	Membership expense higher than expected
(11)	Copier maintenance agreement costs increased more than expected
(12)	Budget understated

# VanGo™ - REVENUE

## Annual Budgeted Revenue vs. Revenue - 2020

■ Q1
 ■ Q2
 ■ Q3
 ■ Q4

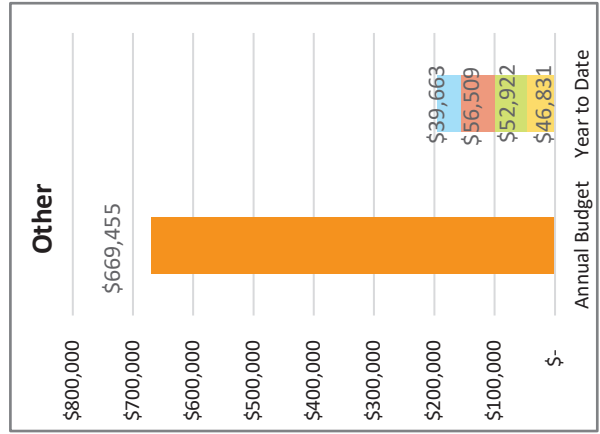
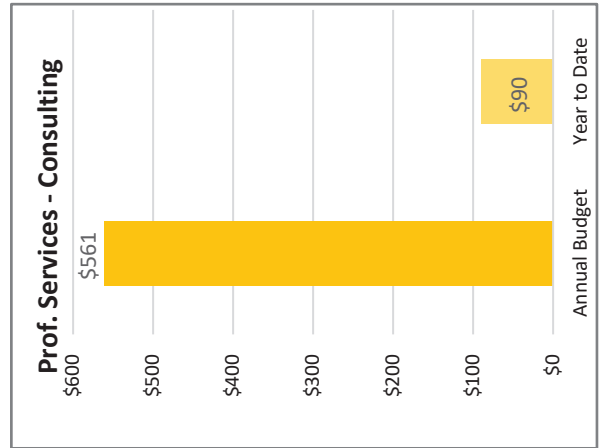
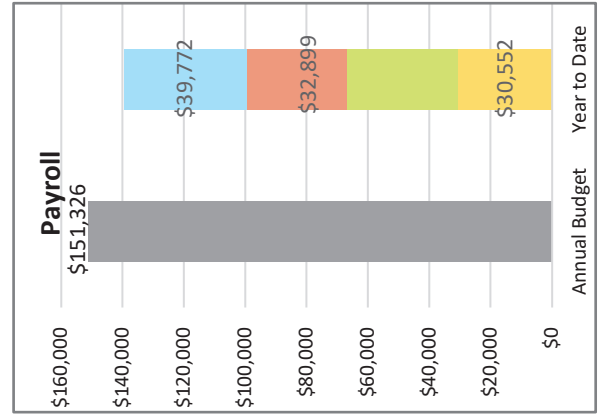
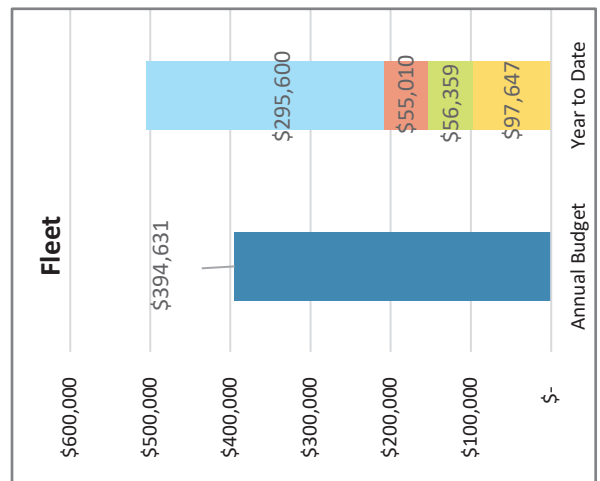


# VanGo™ - EXPENSES

## Annual Budgeted Expenses vs. Expenses - 2020

Q1 Q2 Q3 Q4

### Annual Budgeted Expenses



VanGo  
Statement of Net Position  
December 31, 2021

ASSETS

Cash and Cash Equivalents	\$505,940
Investments	4,543,841
Receivables	34,715
Advances to Other Funds	499,650
Loan Receivable	8,406
Prepays	288
Capital Assets, net	351,386
Total Assets	<u>5,944,225</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued	
Liabilities	4,692
Deferred Revenue	8,020
Due to Other Funds	75,970
Accumulated Leave - Due in less than one year	7,246
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	1,082
Total Liabilities	<u>97,010</u>

FUND BALANCE

Unreserved	4,427,789
Current Year Revenue over (under) Expenditures	1,419,427
Total Fund Balance	<u>5,847,216</u>

Total Liabilities and Fund Balance	<u>5,944,225</u>
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VanGo  
Revenue, Expenditures and Changes in Fund Balance-MPO  
For the Twelve Months Ending Thursday, December 31, 2020

	4th Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete
<b>REVENUE</b>					
Program Revenue - Fares	\$18,776	\$177,473	\$346,964	\$169,491	51.15% (1)
Sale of Vehicles			61,250	61,250	0.00%
City of Fort Collins Funds	491,235	2,009,374	1,124,009	(885,365)	178.77% (2)
<i>Subtotal VanGo Revenue-All Sources</i>	<i>510,011</i>	<i>2,186,847</i>	<i>1,532,223</i>	<i>(654,624)</i>	<i>142.72%</i>
Interest Earned	1,695	28,242		(28,242)	0.00% (3)
Gain on Sale of Fixed Assets	50,765	50,765		(50,765)	0.00% (3)
<i>Subtotal Other Revenue Sources</i>	<i>52,460</i>	<i>79,007</i>		<i>(79,007)</i>	<i>0.00%</i>
<b>Total Revenue- Combined Sources</b>	<b>562,471</b>	<b>2,265,854</b>	<b>1,532,223</b>	<b>(733,631)</b>	<b>147.88%</b>
<b>EXPENDITURES/EXPENSES</b>					
Fleet Expense					
Fleet Insurance	24,599	98,395	119,960	21,565	82.02%
Fleet Motor Fuel & Oil	6,128	52,087	101,006	48,919	51.57%
Fleet Repairs & Maintenance	19,485	103,104	162,503	59,399	63.45%
Fleet Repairs & Maintenance-Insurance Deductible	1,000	5,500	2,939	(2,561)	187.14% (4)
Guaranteed Ride Home		107	1,223	1,116	8.75%
Fleet Other	284	1,319	7,000	5,681	18.84%
Depreciation	244,104	244,104		(244,104)	0.00%
<i>Subtotal Fleet Expense</i>	<i>295,600</i>	<i>504,616</i>	<i>394,631</i>	<i>(109,985)</i>	<i>127.87%</i>
VanGo Payroll	39,772	139,375	151,326	11,951	92.10%
Professional Services and Consulting		90	561	471	16.04%
Office Furniture/Equipment (non-cap)		84		(84)	0.00%
Communications (phone/data/fax)		47	1	(46)	4700.00% (5)
Postage	7	16	102	86	15.69%
Credit Card Fees	957	7,233	15,795	8,562	45.79%
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			78	78	0.00%
Dues, Licensing and Subscriptions	3,605	4,499	2,753	(1,746)	163.42% (6)
Maintenance Contracts - Copier maintenance/usage	6,255	32,391	28,661	(3,730)	113.01% (7)
Bad Debt	(113)	38	2,000	1,962	1.90%
Rideshare Promotion	725	19,869	19,310	(559)	102.89%
Event/Meeting Expense		(250)	2,482	2,732	-10.07% (8)
Indirect Costs	22,381	132,523	131,821	(702)	100.53%
Travel/Conference/ Training	82	133	4,085	3,952	3.26% (9)
Interest Expense					
Capitalized Equipment/Vehicles			316,250	316,250	0.00%
Transfer to MPO			110,633	110,633	0.00%
Budget Only - Use of Rserve			351,733	351,733	0.00%
Transfer to Other Funds	5,764	5,764	110,633	104,869	5.21%
<i>Subtotal Other Expenses</i>	<i>39,663</i>	<i>202,347</i>	<i>1,096,337</i>	<i>893,990</i>	<i>18.46%</i>
<b>Total Expenditures/Expenses</b>	<b>375,035</b>	<b>846,428</b>	<b>1,642,855</b>	<b>796,427</b>	<b>51.52%</b>
Excess(Deficiency of Revenue over Expenditures)	187,436	1,419,426	(110,632)	(1,530,058)	

VANGO  
Statement of Revenues, Expenditures & Changes in Fund Balance  
For the Twelve Months Ending December 31, 2020

Explanation of Variances

<i>Current Annual Budget Represents 9 months of UPWP Budget 2020 (Amendment 3) and 3 months of UPWP Budget 2021 (Original)</i>
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(1)	Decrease in fare revenue due to COVID-19
(2)	Variance due to the timing of CARES Act exchange funds
(3)	Not budgeted
(3)	Not budgeted
(4)	More insurance claims then expected
(5)	Communications expenses not budgeted but incured due to remote work and the need for confrence calls
(6)	Additional membership purchased for Fleet Management not budgeted
(7)	Copier Maintenance higher then expected
(8)	Annual Membership meeting budgeted but not held
(9)	Limited travel due to COVID-19



North Front Range Transportation & Air Quality Planning Council  
Schedule of Expenditures of Federal Awards  
As of December 31, 2020

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Total Federal Expenditures
<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	20-HTD-ZL-03071	\$ 663,298
Highway Planning and Construction	20.205	20-HTD-ZL-00104	\$ 200,934
Highway Planning and Construction	20.205	20-HTD-ZL-03170	28,328
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	7,255
Total Highway Planning and Construction Cluster			899,816
 <i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	20-HTR-ZL-03140	27,190
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	19-HTR-ZL-00012	38,544
Total Transit Services Programs Cluster			65,734
Total U.S. Department of Transportation			965,549
Total Federal Financial Assistance			\$ 965,549

## **MEMORANDUM**

**To: NFRMPO Council**

**From: Dave Clark, HR Committee Chair**

**Date: May 6, 2021**

**Re: Executive Director Contract**

### **Background:**

The Executive Director contract was originally executed May 29, 2018 and has two amendments. The first amendment adjusted the amount going into the retirement funds and the second increased the amount of vacation.

This Third amendment modifies the contract from a three-year term, (expiring 5/29/21) to an annual renewal. No other modifications are being proposed.

### **Action:**

The HR Committee reviewed this information and recommended this contract amendment be renewed by the NFRMPO Council.

### **THIRD AMENDMENT TO EMPLOYMENT AGREEMENT**

This Third Amendment to Employment Agreement (the "Third Amendment") is made and entered into this 6<sup>th</sup> day of May, 2021, (the "Effective Date"), by and between the NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION (the "MPO"), acting by and through its governing body, the NORTH FRONT RANGE TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL (the "Council") and Suzette Mallette ("Employee").

WHEREAS, Employee and the MPO entered into an Employment Agreement, dated May 29, 2018 (the "Employment Agreement");

WHEREAS, Employee and the MPO entered into a First Amendment to Employment Agreement, dated January 1, 2019 ("First Amendment");

WHEREAS, Employee and the MPO entered into a Second Amendment to Employment Agreement, dated January 9, 2020 ("Second Amendment");

WHEREAS, the Parties expressly recognize and acknowledge that the term of the First Amendment has expired and the First Amendment is no longer in effect; and

WHEREAS, the Employment Agreement is due to expire on June 3, 2021 and the parties wish to extend the Employment Agreement, as amended by the Second Amendment, for one year terms.

In consideration of the mutual covenants and agreements contained herein, the receipt and sufficient of which is hereby acknowledged, the MPO and Employee agree as follows:

1. Article II of the Employment Agreement is amended to read as follows:

The term of this Agreement shall commence on June 4, 2018 and shall continue for three (3) years subject to annual performance reviews and evaluations of the Employee by Council. After this initial three year term, the Agreement is renewable for additional one year terms upon mutual agreement of Employee and the Council. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of the Council to remove Employee from the position of Executive Director and terminate her employment under this Agreement at any time, with or without cause. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employee to resign at any time from her position as Executive Director.

2. All terms of the Employment Agreement, as modified by this Second Amendment, shall remain in effect and not considered modified by this Third Amendment. The Second Amendment shall remain in full force and effect.

NORTH FRONT RANGE METROPOLITAN  
PLANNING ORGANIZATION

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William Karspeck, Vice Chair

ATTEST:

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EMPLOYEE

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Suzette Mallette

## MEMORANDUM

**To: NFRMPO Council**

**From: Suzette Mallette**

**Date: May 6, 2021**

**Re: Air Quality Attorney**

### Background:

The NFRMPO is actively engaged with the State of Colorado in the development of two Greenhouse Gas (GHG) reduction strategies. The first is the development of GHG budgets that would be tied to the long-range regional transportation plans and an Employee Traffic Reduction Program (ETRP). Both strategies will have Rulemaking Hearings with the Air Quality Control Commission (AQCC) in August 2021 with the Request for Hearing in May 2021. The NFRMPO has options for providing comments on the proposed rulemaking items, but the most impactful is to file for Party Status.

The filing, and subsequent meetings for Party Status, follow a litigious process that includes the preparation and filing of prescribed documents and the attendance at specified meetings. NFR staff does not have legal expertise to be effective and efficient in filing documents nor does the current NFRMPO legal firm Hoffman, Parker, Wilson, and Carberry. The MPO Executive Committee has indicated that an Air Quality legal firm should be employed to assist with the preparation and guidance when filing for Party Status.

The legal firm of Davis, Graham, and Stubbs does have expertise in the preparation of items for AQCC Rulemaking. This firm has been hired by Weld County to represent them in air quality matters and has assisted the MPO in the unexpected matter of the SIP alternate proposal last fall. The arrangement with this firm would be totally outside of any agreement or arrangement with Weld County and would follow the direction of the NFRMPO Council.

### Items for consideration:

- The estimate from this firm for assistance for one Rulemaking Hearing is estimated at \$35,000. This is consistent with initial verbal quotes.
- The only available funding in the FY2021 budget is in the Fort Collins Exchange Funds. These are not federal funds so would not require us to meet the federal procurement process. This



will save time for the upcoming Rulemaking since we would need to engage this firm in May 2021. However, to retain this firm in the future, a subsequent procurement procedure would need to be followed. This can take place after the pending Rulemaking this summer.

**Action:**

The April 22, 2021 Finance Committee meeting, they recommended NFRMPO Council retain Davis, Graham and Stubbs to assist with Party Status and the Rulemaking Hearing pertaining to the GHG budgets and ETRP and use the Fort Collins exchange funds for this use.

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Merideth Kimsey**

**Date: May 6, 2021**

**Re: Action Item: UPWP FY 2021 Budget Amendment 1**

Budget Amendment 1 accounts for receiving additional funding and moving funding to cover an overage. Below is a summary of the changes:

### MPO

- Increase budget by \$151,684
  - Increase revenue and expense by \$115,000 for a grant for Transportation Service for Vulnerable Populations. This is a pass-through grant that supplements operations of non-profits that provide transportation for seniors and other vulnerable people. It also provides \$15,000 for MPO payroll for the administering the grant.
  - Increase revenue and expense by \$33,750 for a Section 5310 non-urban grant for mobility management.
  - Adjust budget by \$2,934 to reflect the Council's approval to use VanGo funds to cover the excess expenses of the Section 5310 contract for 2020.

### VanGo™

- Increase budget by \$2,934
  - Increase revenue from Fort Collins Exchange funds and increase transfers to other funds to reflect the Council's approval to use VanGo funds to cover the excess expenses of the 2020 Section 5310 contract.

Attached for your review is a summary of the FY 2021 Budget Amendment 1.

### Action:

On April 22, 2021, the Finance Committee recommended that the NFRMPO Council approve the first Budget Amendment to the UPWP FY 2021.

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL  
(NFRMPO)  
SUMMARY OF FY 2021 BUDGET AMENDMENT #1  
REQUEST**

FY2021 Budget Amendment #1		FY 2021 Approved Budget			Budget Adjustments 1 Detail			Budget Adjustment 1 Total	FY2021 Amended Budget
DESCRIPTION		Budget			TSV	5310 Non Urban	5310 Contract Overage		
<b>MPO</b>									
<b>Revenues</b>									
CPG Allocation	\$	733,938	\$	-	\$	-		\$ -	\$ 733,938
CPG Rollover	\$	203,940	\$	-	\$	-		\$ -	\$ 203,940
FHWA SPR	\$	-	\$	-	\$	-		\$ -	\$ -
STP Metro	\$	120,063	\$	-	\$	-		\$ -	\$ 120,063
FC MM	\$	27,350	\$	-	\$	-		\$ -	\$ 27,350
5310 Non Urban	\$	-	\$	-	\$	27,000		\$ 27,000	\$ 27,000
5310	\$	65,743	\$	-	\$	-		\$ -	\$ 65,743
CDPHE	\$	25,000	\$	-	\$	-		\$ -	\$ 25,000
Local Match	\$	235,856	\$	-	\$	6,750		\$ 6,750	\$ 242,607
State MMOF	\$	321,033	\$	-	\$	-		\$ -	\$ 321,033
State FASTER	\$	32,000	\$	-	\$	-		\$ -	\$ 32,000
State TSV	\$	-	\$	115,000	\$	-		\$ 115,000	\$ 115,000
Transfer from VanGO	\$	321,033	\$	-	\$	-	\$ 2,934	\$ 2,934	\$ 323,967
		\$ 2,085,956	\$ 115,000	\$ 33,750	\$ 2,934				\$ 2,237,641
<b>EXPENDITURES</b>									
Payroll	\$	745,624	\$	8,687	\$	19,285	\$ 1,737	\$ 29,709	\$ 775,333
Other Direct	\$	803,115	\$	100,000	\$	1,164		\$ 101,164	\$ 904,280
Indirect	\$	537,217	\$	6,313	\$	13,301	\$ 1,197	\$ 20,811	\$ 558,028
<b>TOTAL EXPENDITURES</b>	\$	2,085,956	\$	115,000	\$	33,750	\$ 2,934	\$ 151,684	\$ 2,237,641



**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL  
(NFRMPO)**

**SUMMARY OF FY 2021 BUDGET AMENDMENT #1  
REQUEST**

<b>FY2021 Budget Amendment #1</b>	<b>FY 2020 Approved Budget</b>	<b>Budget Adjustment 1 5310 Contract Overage</b>	<b>FY 2021 Amended Budget</b>
<b>DESCRIPTION</b>			
<b>VanGo™ REVENUE</b>			
VanGo Fares	\$ 482,332	\$ -	\$ 482,332
FC Sales Tax	\$ 1,491,331	\$ 2,934	\$ 1,494,265
Van Sales	\$ 65,000	\$ -	\$ 65,000
<b>TOTAL REVENUE</b>	<b>\$ 2,038,663</b>	<b>\$ 2,934</b>	<b>\$ 2,041,597</b>
<b>EXPENDITURES</b>			
Payroll Costs	\$ 153,643	\$ -	\$ 153,643
Other Direct Costs	\$ 1,774,321		\$ 1,774,321
Indirect	\$ 110,699	\$ -	\$ 110,699
Transfer to MPO	\$ -	\$ 2,934	\$ 2,934
Fund (Use) of Reserve/Fund Balance	\$ -		\$ -
<b>TOTAL EXPENDITURES</b>	<b>\$ 2,038,663</b>	<b>\$ 2,934</b>	<b>\$ 2,041,597</b>

**RESOLUTION NO. 2021-13**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FIRST AMENDMENT TO THE FY2021 BUDGET OF THE FY2020-2021 UNIFIED PLANNING**  
**WORK PROGRAM (UPWP)**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2021 UPWP Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

**WHEREAS**, the FY2021 budget and FY2021 tasks were approved by the North Front Range Transportation & Air Quality Planning Council on June 4, 2020 and this is the First Amendment of the FY2021 Budget; and

**WHEREAS**, this budget amendment does not modify the 2021 UPWP tasks and effects only the budget; and

**WHEREAS**, the NFRMPO is amending the FY2021 UPWP budget to include:

- Increase revenue and expense by \$115,000 for a Transportation Service for Vulnerable Populations grant. This is a pass-through grant that supplements operations of non-profits that provide transportation for seniors and other vulnerable people. It also provides \$15,000 for MPO payroll for the administering the grant.
- Increase revenue and expense by \$33,750 for a Section 5310 non-urban grant for mobility management.
- Adjust budget by \$2,934 to reflect the Council’s approval to use VanGo funds to cover the excess expenses of the Section 5310 contract for 2020.

**WHEREAS**, the NFRMPO total budget will increase by \$151,684; and

**WHEREAS**, the VanGo™ budget is amending to include:

- Increase revenue from Fort Collins Exchange funds and increase transfers to other funds to reflect the Council’s approval to use VanGo funds to cover the excess expenses of the 2020 Section 5310 contract.

**WHEREAS**, the VanGo™ total budget will increase by \$2,934.

**NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council** hereby approves the First Amendment to the FY2021 Budget of the FY2020-2021 Unified Planning Work Program (UPWP). Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6<sup>th</sup> day of May 2021.

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William Karspeck, Vice Chair

ATTEST:

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Suzette Mallette, Executive Director



## **STAC Summary – April 9, 2021**

### **1) Welcome & Introductions – Vince Rogalski (STAC Chair)**

- a) March 12, 2021 STAC Minutes were approved without changes.
- b) STAC expressed interest to return to in-person meetings at Headquarters beginning with the June STAC meeting.
- c) To accommodate attendees that are not yet vaccinated, CDOT will continue to offer an option to participate remotely.
- d) CDOT staff were asked to ensure the audio/visual equipment and connections will not cause difficulty for remote participants.

### **2) Proposed Legislative Funding Bill overview – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)**

An overview of the legislative fee-based transportation revenue proposal was provided.

#### Discussion Summary:

- a) Several MMOF program questions arose: Staff affirmed that the MMOF local funding would continue to be distributed using the existing program formulas and projects would be selected by MPOs/TPRs. Some STAC members indicated hearing conflicting information elsewhere, including projects possibly being selected competitively by CDOT. The MMOF program would continue to be eligible for the same broad categories of projects, including transit operating, while being expanded to include GHG emission mitigation projects. Current 50/50 match requirements in MMOF program are believed too restrictive to local governments with limited revenues; some suggested it be modified to a 20% match rate. 40% of the MMOF funding would stay with CDOT to fund Bustang and other regional and statewide needs.
- b) The proposal creates a steady funding stream for multimodal (MM) investments that doesn't exist now, intended to fund local MM needs beyond those identified and prioritized in the 10-year Plan.
- c) Several STAC members questioned and disagreed with the reduction of existing FASTER fees since the Bill's purpose was to generate new revenues. The FASTER reductions would only affect those revenues going to CDOT.
- d) Some member disagreed with Electric Vehicle (EV) fees being implemented gradually since their impact is being felt on the system now. It is believed that the sponsors likely thought it would present an undue burden on EV owners and that it would not have a very significant impact on revenues due to the relatively low number of current EVs on the road.
- e) The alternative VMT fee concept is not being considered as it requires significant up-front implementation costs, brings technological difficulties that haven't been solved, it's not popular politically and the privacy and security risks are not yet well understood.
- f) Some members also expressed desire for all the congestion mitigation and the MMOF funds to be distributed to locals.
- g) Regarding the online package fees and curb management fees, urban areas are especially affected by trucks stopping in the middle of the road. STAC expressed interest to understand more about how those fee revenues will be distributed to where they are most impacted by vehicles stopping in middle of road.
- h) With all the different fees and programs in the proposal, STAC members asked for future information on how all the combined revenues would end up being distributed regionally.

### **3) Bustang Micro-Transit Project – Mike Timlin, Interim Director, Division of Transit and Rail**

- a) Staff presented a proposal to begin a micro-transit service from the front range to the mountains.

Discussion Summary: The program would be required to maintain a minimum 20% farebox recovery rate with the program, similar to the current Bustang services. However, staff anticipate achieving closer to the 40% farebox recovery rate that Bustang current makes. While some indicated they'd prefer this type of service to be provided only by private industry, others pointed out that CDOT's investment in this service accomplishes our mobility goals in a much less expensive way than roadway investments. CDOT has concurrence with existing private van transit service companies currently serving mountain resort communities that this new service would serve a completely

different client and therefore not compete. STAC moved to recommend the TC approve the proposal, with the Eastern TPR voting against it.

4) **SB 267 3rd Year Funding – Rebecca White, Director, Division of Transportation Development (DTD) & Sharon Terranova, Planning Manager, Division of Transit and Rail**

a) Staff presented a brief summary overview of the current Senate Bill 267 Year 3 project funding proposal.

Discussion Summary: No further action was requested of STAC and no further discussion took place.

5) **GHG Rule Making Update – Theresa Takushi, Greenhouse Gas Climate Action Specialist, DTD**

a) Staff provided a review of HB1261, the GHG Roadmap, outreach and stakeholder contributions and the main elements included in the draft GHG Transportation Planning Rule.

b) The Planning Rule will be adopted through CDPHE in partnership with CDOT, and approved by the Air Quality Control Division

c) The Energy & Emission Reduction Policy Analysis Toolkit (EERPAT) will provide modeling to support Cost/Benefit Analysis

d) The Rulemaking process will begin with a Request for Hearing on May 20, 2021; Meanwhile CDOT will continue meeting with the Advisory Group

Discussion Summary: Land Use considerations, which are seen as a local authority and prerogative, are not presented or intended as a requirement in the GHG mitigation strategies, but as one of many strategies or scenarios that may optionally be considered in meeting emission reductions. Concern was also expressed that the GHG Roadmap infringes on and oversteps the statutory authority held by the EPA in regulating mobile sources of GHGs. Questions of legal nature would be addressed by CDPHE's legal counsel.

6) **Statewide Transportation Improvement Program (STIP) Public Hearing - Jamie Collins, STIP Manager, DTD**

a) A Public Hearing will be held before the Transportation Commission (TC) on the FY2023-FY2025 Statewide Transportation Improvement Program (STIP).

b) The final STIP will then be considered for adoption by the TC in May before going to FHWA for approval.

Discussion Summary: None

7) **Other Business – Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair**

a) A brief update was provided on clarifications to PD 1601 from the March TC discussion, with additional clarification on the Travel Demand Management (TDM) definition; and clarification on definition of a Multimodal Hub and more details and examples of type 1 versus type II interchanges. The final proposed PD1601 will go to the TC for consideration this month.

b) Next STAC meeting will be April 9 (virtual attendance only).

c) The June STAC meeting will be an in-person meeting at CDOT Headquarters with a remote participation option also available.