

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By																
June 16, 2021	<div>UPDATED</div> FY2021 STBG and TA Additional Funding Allocations	AnnaRose Cunningham																
Objective/Request Action																		
To recommend to Planning Council the allocation of additional Surface Transportation Block Grant (STBG) to partially funded and waitlisted projects and to determine how to allocate additional transportation alternatives (TA) and STBG funds.		<div><input type="checkbox"/> Report</div> <div><input type="checkbox"/> Work Session</div> <div><input type="checkbox"/> Discussion</div> <div><input checked="" type="checkbox"/> Action</div>																
Key Points																		
<p>In January 2021, the NFRMPO was allocated approximately \$4.3M stimulus funding for highway infrastructure programs through the Consolidated Appropriations Act of 2021. The NFRMPO Planning Council agreed to swap the stimulus funds for STBG, and TA funded projects programmed in FY2021.</p> <p>The most recent CDOT reconciliation from March 30, 2021 identifies the following unprogrammed federal funds:</p> <p>STBG</p> <table><tr><td>FY 2021 Unprogrammed</td><td>\$ 4,422,494.00</td></tr><tr><td>FY 2022 Overprogrammed</td><td>\$ (124,834.00)</td></tr><tr><td>FY 2022 UPWP Budget *</td><td>\$ (322,918.00)</td></tr><tr><td>Funding Available for Allocation</td><td>\$ 3,974,742.00</td></tr></table> <p><i>*FY2022 UPWP Budget includes funds for updating the Regional Travel Demand Model and the Statewide Household Travel Survey</i></p> <p>TA</p> <table><tr><td>FY2021 Unprogrammed</td><td>\$ 116,127.00</td></tr><tr><td>FY2022 Overprogrammed</td><td>\$ (15,393.00)</td></tr><tr><td>FY2023 Overprogrammed</td><td>\$ (15,470.00)</td></tr><tr><td>Funding Available for Allocation</td><td>\$ 85,264.00</td></tr></table> <p>These funds are eligible to be awarded to projects selected in the applicable Call for Projects which have been partially funded or waitlisted. The applicable Call for Projects for this funding is for FY2020-2021. Projects from the FY2022-2023 Call for Projects are also considered in this proposal, due to the lack of eligible projects from the FY2020-2021 Call. Projects are considered eligible if they are partially funded or waitlisted, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.</p> <p>STBG: All selected projects from the FY2020-2021 Call for Projects are fully funded. There is currently one project which was awarded partial funding in October 2020 and one project which remains waitlisted from the FY2022-2023 Call for Projects. Projects are outlined in the attached worksheet.</p> <p>TA: There were no unfunded or partially funded projects for TA in the FY2020-2021 Call for Projects or the FY2022-2023 Call for Projects.</p>			FY 2021 Unprogrammed	\$ 4,422,494.00	FY 2022 Overprogrammed	\$ (124,834.00)	FY 2022 UPWP Budget *	\$ (322,918.00)	Funding Available for Allocation	\$ 3,974,742.00	FY2021 Unprogrammed	\$ 116,127.00	FY2022 Overprogrammed	\$ (15,393.00)	FY2023 Overprogrammed	\$ (15,470.00)	Funding Available for Allocation	\$ 85,264.00
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Funding Available for Allocation	\$ 85,264.00																	
Committee Discussion																		
<div><div></div><div>Planning Council approved the swap of stimulus funding for STBG and TA funds in January 2021 with the understanding that Staff would consult TAC on how to allocate the now available STBG and TA funds at a later date.</div></div>																		

Committee Discussion Continued

- TAC discussed the additional allocations at the May 19, 2021 meeting. During the discussion, TAC indicated support for funding the partially funded and waitlisted STBG projects and expressed the desire the remaining STBG funds be allocated equitably either during or prior to the upcoming call for projects.
- During the May discussion the Town of Windsor indicated a need for additional funding for the *Intersection Improvements at SH257 & Eastman Park Dr. project*. TAC will continue the discussion on how to allocate the remaining funds.
- Planning Council discussed the additional allocations at the June 3, 2021 meeting, indicating support for funding the partially funded and waitlisted project but requesting further information on each project prior to funding approval. Council also expressed support for rolling the additional funding into the upcoming Call for Projects.

Supporting Information

The most recent additional allocation was completed in October 2020 for FY2021 STBG funds and FY2019-2021 CMAQ funds.

The TIP Narrative identifies how additional funds are awarded for each Call for Projects.

FY2022-2023 Call for Projects - STBG program: A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available.

FY2020-2021 and FY2022-2023 Calls for Projects - TA Program: As there are no partially funded projects, TAC will determine how to allocate additional funding. *Source: FY2020-2023 TIP*

Staff anticipates additional CMAQ funding will become available at the close of State FY2021. TAC will be consulted on how to allocate that funding when it becomes available.

The NFRMPO will be holding a Call for Projects for STBG, CMAQ, and TA funding in late 2021 for FY2024 and FY2025. The remaining additional funds for both STBG and TA funding programs may be allocated during the Call for Projects, either for programming in FY2024 or for an earlier year, or TAC may decide to allocate the additional funding through a separate process.

TAC requested information on request limits set during the previous Calls for Projects to determine eligibility of selected projects receiving additional funds. The attached **Call for Projects Revised Maximum Request Amounts** table outlines the additional funding each community is eligible apply for based on the increased STBG funding available after the Additional Allocations.

Advantages

- The attached proposal allocates funding to eligible projects per the applicable TIP policies.

Disadvantages

- The proposed allocation awards FY2021 STBG funding to a project programmed in FY2023.

Analysis/Recommendation

- Staff recommends TAC approve allocating additional STBG funding to the partially funded and waitlisted projects from the FY2022-2023 Call for Projects and discuss either rolling the additional available funding for both STBG and TA programs into the upcoming Call for Projects, with the option of the \$2.3M STBG and \$85K TA remaining FY21 funding being awarded to projects prior to FY24 and FY25 or allowing communities to request additional funding for existing projects based on the allowable amounts listed in the attached table.

Attachment

- Proposed Additional Allocations based on CDOT's March 30, 2021 Reconciliation
- **Call for Projects Revised Maximum Request Amounts**

Proposed Additional Allocations
FY2020-2021 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding:	\$ 3,974,742.00
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,694,602	\$0	-	-	\$2,694,062	-	\$0	Stimulus Funding Swap
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	Stimulus Funding Swap
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,260,925	\$0	-	\$335,000	\$750,418	-	\$0	-
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	Stimulus Funding Swap
Total		\$8,026,676	\$8,026,676	\$0	-	\$3,646,149	\$4,204,480	\$0	\$0	-

Remaining STBG Funds

\$3,974,742

Note: Projects in gray are ineligible for additional funding.

*STBG projects in the FY2020-2021 Call were not ranked.

**The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

***The Larimer County project was fully funded with \$496K STBG and \$264K TA.

Proposed Additional Allocations
FY2022-2023 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding:	\$ 3,974,742.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	\$1,362,000	\$511,374	5	-	\$1,362,000	\$511,374	\$0	-
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	\$1,187,311	\$0	-
Total		\$10,466,589	\$8,767,904	\$1,698,685	-	\$3,834,025	\$4,933,879	\$1,698,685	\$0	-

Note: Projects in gray are ineligible for additional funding.

Remaining STBG Funds	\$2,276,057
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Proposed Additional Allocations
FY2020-2021 Transportation Alternatives (TA)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding :	\$ 85,264.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Johnstown	Little Thompson River Corridor Trail - 1a	\$113,920	\$250,000	\$0	-	\$250	\$0	-	\$0	-
Larimer County	North LCR 17 Expansion*	\$264,000	\$264	\$0	-	\$0	\$264	-	\$0	Stimulus Funding Swap
Total		\$113,920	\$250,000	\$0	-	\$250	\$0	\$0	\$0	-

Note: Projects in gray are ineligible for additional funding.

*Originally amount awarded was \$307,581. In 2017 \$44,000 TA funds were replaced with STBG funds.

Remaining TA Funds	\$ 85,264.00
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Proposed Additional Allocations
FY2022-2023 Transportation Alternatives (TA)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding :	\$ 85,264.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Windsor	Poudre River Trail Realignemnt	\$544,075	\$544,075	\$0	1	\$271	\$273	-	\$0	-
Total		\$544,075	\$544,075	\$0	-	\$271	\$273	\$0	\$0	-

Note: Projects in gray are ineligible for additional funding.

Remaining TA Funds	\$ 85,264.00
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Call for Projects Revised Maximum Request Amounts

Revised maximum request amounts were calculated based on the formula for each call. Additional amount available to be awarded is equal to the revised maximum federal request minus the amount the community has already been awarded for each respective call.

Community	<u>2020-2021 Call For Projects</u>			<u>2022-2023 Call For Projects</u>		
	Maximum Federal Request	Amount Awarded in Call/Additional Allcoations	Additional Amount Available to award	Maximum Federal Request	Amount Awarded in Call/Additional Allcoations	Additional Amount Available to award
Evans	\$ 1,294,549	\$ 982,141	\$ 312,408	\$ 1,443,536	\$ 1,118,565	\$ 324,971
Fort Collins	\$ 3,551,725	\$ 2,694,062	\$ 857,663	\$ 3,767,122	\$ 3,834,025	\$ -
Greeley	\$ 2,247,276	\$ 1,329,008	\$ 918,268	\$ 2,417,637	\$ 1,873,374	\$ 544,263
Johnstown	\$ 1,142,497	\$ -	\$ 1,142,497	\$ 1,346,351	\$ -	\$ 1,346,351
Garden City	\$ 902,610	\$ -	\$ 902,610	\$ 1,036,028	\$ -	\$ 1,036,028
Severance	\$ 966,727	\$ -	\$ 966,727	\$ 1,114,118	\$ -	\$ 1,114,118
Timnath	\$ 913,859	\$ -	\$ 913,859	\$ 1,090,291	\$ -	\$ 1,090,291
Berthoud	\$ 1,005,803	\$ -	\$ 1,005,803	\$ 1,158,325	\$ -	\$ 1,158,325
Eaton	\$ 991,747	\$ -	\$ 991,747	\$ 1,135,110	\$ -	\$ 1,135,110
LaSalle	\$ 938,920	\$ -	\$ 938,920	\$ 1,074,849	\$ -	\$ 1,074,849
Milliken	\$ 1,017,316	\$ -	\$ 1,017,316	\$ 1,167,097	\$ -	\$ 1,167,097
Loveland	\$ 1,662,011	\$ 1,085,418	\$ 576,593	\$ 1,757,045	\$ 1,364,496	\$ 392,549
Windsor	\$ 1,333,157	\$ 1,000,000	\$ 333,157	\$ 1,532,255	\$ 1,187,311	\$ 344,944
Larimer County	\$ 1,298,756	\$ 760,000	\$ 538,756	\$ 1,180,784	\$ -	\$ 1,180,784
Weld County	\$ 1,163,286	\$ -	\$ 1,163,286	\$ 1,304,898	\$ 1,091,818	\$ 213,080
Original funding Available				Original funding Available		
	\$	7,155,412		\$	7,884,286	
2021 Additional Allocation				2021 Additional Allocation		
	\$	2,276,057.00		\$	2,276,057	

NFRMPO Regional Travel Demand Model (RTDM) Update

Technical Advisory Committee (TAC)



North Front Range
Metropolitan
Planning
Organization

June 16, 2021

Agenda



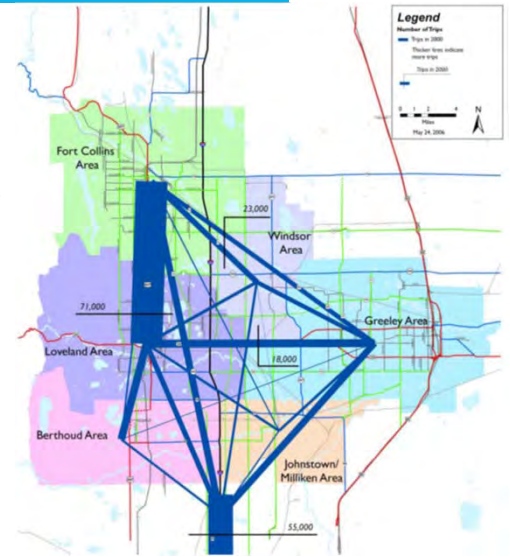
North Front Range
Metropolitan
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1. Current Land Use Model and Travel Model
2. Types of Travel Models (Four-step vs. Activity Based Model)
3. Proposed Improvements for Travel Model Update
4. Travel Model Update Timeline

Purpose of Land Use and Travel Model



- Forecast traffic and travel in communities throughout the region
- Support the Regional Transportation Plan (RTP) and air quality conformity analysis
- Evaluate proposed roadway and transit projects
- Evaluate potential impacts of proposed development projects
- Support other studies of the region, subareas, corridors, and other planning activities



Travel Model Update

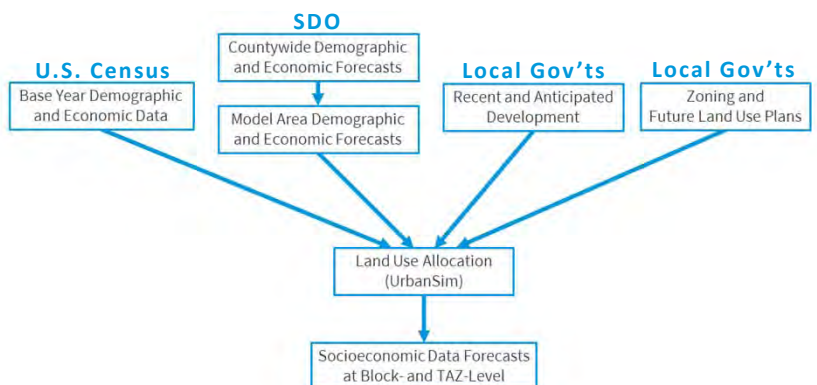
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Current Land Use Model



• UrbanSim Block-level Model

- Microsimulation model
- Simulates the interactions among households, businesses, and developers within real estate markets
- Finalized in 2019



Travel Model Update

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Current Travel Model



- 2015 base year (BY)
- Advanced four-step (aka trip-based) model (*not tour-based or activity-based*)
 1. Trip Generation – How many trips?
 2. Trip Distribution – Where do they go?
 3. Mode Choice – What mode?
 4. Trip Assignment – What route?
- Aggregate (*not disaggregate*)
- Destination choice for most trip purposes (*in addition to gravity*)
- Advanced elements: university model, non-motorized model, transit market segmentation

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Travel Model Update

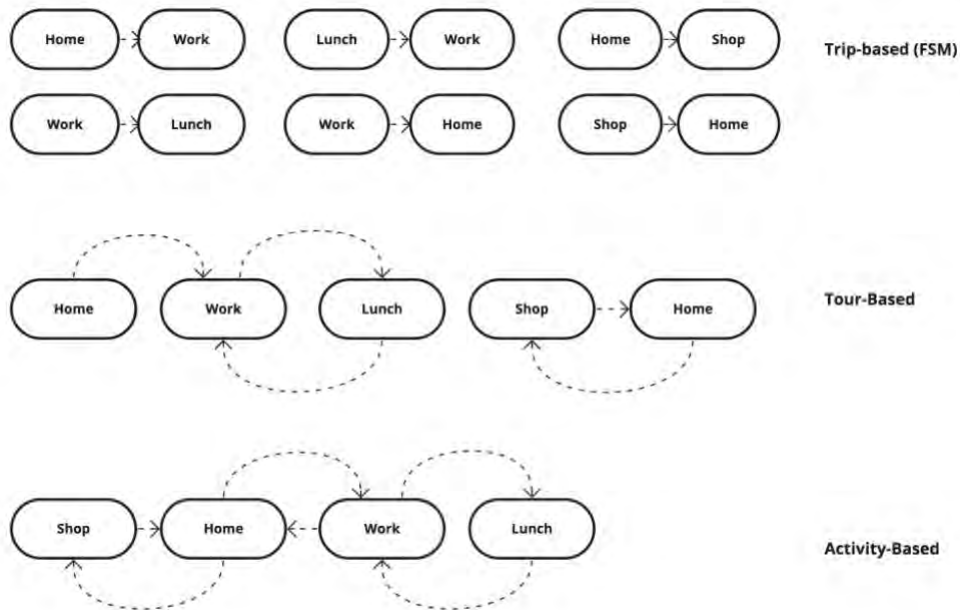
Travel Model Types

	Four-Step Model	Activity-Based Model
Travel Questions		
Which activities do people want to do?	Trip generation	Activity generation and scheduling
Where are those activities?	Trip distribution	Tour and trip destination choice
When are the activities and how long do they last?	--None--	Tour and trip time of day
What travel mode is used?	Trip mode choice	Tour and trip mode choice
Which route is used and what is the travel time?	Network assignment	Network assignment
Data Needs		
Spatial/Temporal Detail	Low-Moderate	Moderate-High
Person/Household Detail	Moderate	High
Other Considerations		
Policy Sensitivity	Moderate	Moderate-High
Cost	Moderate	Moderate/TBD

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Adapted from <https://medium.com/data-mining-the-city/activity-trip-based-travel-models-e4833571570>

Trips Vs. Tours Vs. Activities



Source: <https://medium.com/data-mining-the-city/activity-trip-based-travel-models-e4833571570>

Possible Improvements



1. Opening the possibility of converting from a four-step model to an Activity-Based Model (ABM), using CDOT's statewide model as a basis, by requesting the consultant submit proposals for both a four-step model and an ABM
2. Enhancing the modeling of non-recreational bicycle trips by developing a more comprehensive measure of "bicycle level of traffic stress" and including planned improvements to the on-road bicycle network
3. Enabling adjustable work-from-home percentages to facilitate scenario planning
4. Including consultant support for scenario development

Travel Model Update Timeline



- Release RFP to update NFRMPO travel model to 2018/2019 base year – July 2021
- Scoring Meeting – October 2021
- Notice to Proceed – November 2021
- Data Gathering, Model Development, & Model Steering Team – 2022
- Scenarios – Early 2023
- Adopt 2050 RTP – September 2023

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Travel Model Update

Questions?



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Travel Model Update

NFRMPO 2021 Legislative Update

June 2021

TAC Handout – June 16, 2021

SB21-260 Sustainability Of The Transportation System

Last Action: 06/08/2021: Sent to the Governor

Upcoming Action: Awaiting Governor's signature

Web link: <https://leg.colorado.gov/bills/sb21-260>

SB21-238 Create Front Range Passenger Rail District

Last Action: 06/03/2021: Senate Considered House Amendments - Result was to Concur - Repass
06/03/2021: House Third Reading Passed with Amendments - Floor
06/02/2021: House Second Reading Special Order - Passed with Amendments - Committee

Upcoming Action: Awaiting Final Act

Web Link: <https://leg.colorado.gov/bills/sb21-238>

SB21-076 Fund Electronic Third-party Vehicle Transactions

Last Action: 06/07/2021: House Third Reading Passed - No Amendments
06/04/2021: House Second Reading Special Order - Passed - No Amendments
06/04/2021: House Committee on Appropriations Refer Unamended to House Committee of the Whole

Upcoming Action: Awaiting Final Act

Web Link: <https://leg.colorado.gov/bills/sb21-076>

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

Last Action: 06/04/2021: Senate Third Reading Passed - No Amendments
06/03/2021: Senate Second Reading Special Order - Passed - No Amendments

Upcoming Action: Awaiting Final Act

Web Link: <https://leg.colorado.gov/bills/hb21-1196>

HB21-1206 Medicaid Transportation Services

Last Action: 06/07/2021: House Considered Senate Amendments - Result was to Concur - Repass

Upcoming Action: Awaiting Final Act

Web Link: <https://leg.colorado.gov/bills/hb21-1206>

SB21-265 Transfer From General Fund To State Highway Fund

Last Action: 06/15/2021: Signed by the President of the Senate

Upcoming Action: Awaiting Final Act

Web Link: <https://leg.colorado.gov/bills/hb21-1206>

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

SB21-072
Public Utilities
Commission
Modernize Electric
Transmission
Infrastructure

Sent to the Governor

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).

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.

SB21-230
Transfer to Colorado
Energy Office Energy
Fund

Sent to the Governor

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.

HB21-1266
Environmental
Justice
Disproportionate

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

<p>Impacted Community</p>	<p>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>
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**Senate Third
Reading Passed
with Amendments -
Floor**

<p>SB21-200 Reduce Greenhouse Gases Increase Environmental Justice Senate Laid Over</p>	<p>This bill builds on current requirements for AQCC to adopt rules reducing greenhouse gas emissions. Specifically, this bill supplements these requirements by directing the AQCC to consider the social cost of GHG emissions; require GHG reductions on a linear or more stringent path; and finalize its implementing rules by March 1, 2022, including specific net emission weight limits for various emission sectors, subject to modification by the AQCC, including through the use of a multi-sector program. The bill would set an "upper limit" on GHG emissions from each sector, including transportation.</p>
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