



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

HYBRID MEETING AGENDA

July 1, 2021

<u>In-Person Attendance Option</u> Berthoud Town Hall 807 Mountain Avenue Berthoud, CO 80513	<u>Virtual Attendance Option</u> Call-in Number: (872) 240-3311 Access Code: 784-815-789 Online Meeting: https://bit.ly/3gtbKbo
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

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 – June 3, 2021 (Page 5)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | | |
|---|--|-----------|------|
| 3) Air Pollution Control Division (APCD) (Page 9) | (Written) | | |
| 4) Regional Air Quality Council (RAQC) | Mike Silverstein – Executive Director, RAQC | (15 min.) | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 11) | Medora Bornhoft – Transportation & Air Quality Planner III | (5 min.) | 6:20 |

ACTION ITEM:

- | | | | |
|--------------------------------------|-----------------|-----------|------|
| 6) NFRMPO ETRP Pre-Hearing Statement | Medora Bornhoft | (15 min.) | 6:25 |
|--------------------------------------|-----------------|-----------|------|

Metropolitan Planning Organization Agenda

REPORTS:

- | | | | |
|---|--|----------|------|
| 7) Report of the Chair | Will Karspeck - Council Chair – Town of Berthoud | (5 min.) | 6:40 |
| • STAC Alternate | | | |
| 8) Executive Director Report | Suzette Mallette - Executive Director | (5 min.) | 6:45 |
| • Unsolicited Proposal letter (Page 14) | | | |
| • 2021 State Legislative Update | | | |
| 9) Finance Committee (Page 16) | (Written) | | |
| 10) TAC (Page 19) | (Written) | | |
| 11) Mobility | (Written) | | |

PRESENTATION:

- | | | | |
|-------------------------------------|---|-----------|------|
| 12) SB 2021 -260 Overview (Page 19) | Herman Stockinger – CDOT, Deputy Director | (15 min.) | 6:50 |
|-------------------------------------|---|-----------|------|

CONSENT ITEMS:

- | | | | |
|---|--|----------|------|
| 13) Active Transportation Plan (ATP) Resolution 2021-16 (Page 24) | Ryan Dusil – Transportation Planner II | (5 min.) | 7:05 |
| 14) 2021 Q1 Unaudited Financial Statements (Page 26) | Merideth Kimsey – Accounting Manager | | |



ACTION ITEM:

- 15) FY2021 STBG and TA Additional Funding
Allocations Resolution 2021-17 *(Page 39)*

AnnaRose Cunningham—Transportation Planner I (10 min.) 7:10

DISCUSSION ITEM:

- 16) 2021 Call for Projects Discussion *(Page 46)*

AnnaRose Cunningham (15 min.) 7:20

COUNCIL REPORTS:

Transportation Commission

CDOT R4 Update

STAC Report *(Page 54)*

Host Council Member Report

(10 min.) 7:35

Kathleen Bracke - Transportation Commissioner

Heather Paddock - CDOT R4 Transportation Director

(Written)

William Karspeck — Mayor, Town of Berthoud (5 min.) 7:45

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

7:50



MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Maureen Dower, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

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

Jeni Arndt, Mayor

Alternate- Tricia Canonico, 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

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

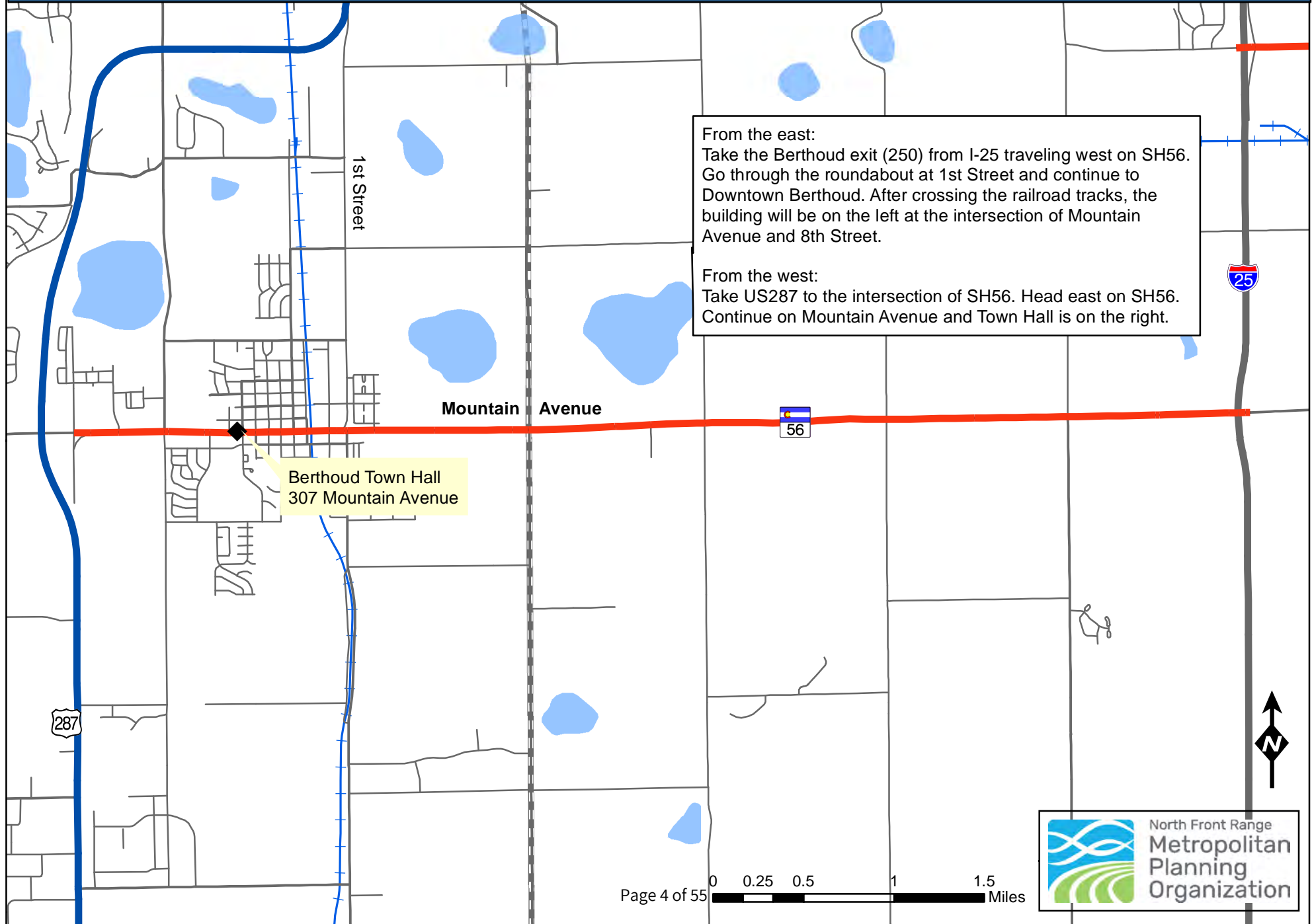
Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director

Directions to Berthoud Town Hall (807 Mountain Avenue)



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

**June 3, 2021
Virtual Meeting**

Voting Members Present:

Will Karspeck- Chair	-Berthoud
Jeni Arndt	-Fort Collins
Frank Bazler	-Severance
Kathleen Bracke	-Transportation Commission
Dave Clark	-Loveland
Paula Cochran	-LaSalle
Lanie Isbell	-Eaton
Scott James	-Weld County
Gary Lebsack	-Johnstown alternate
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Mark Clark	-Evans
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 and Air Quality Planner III; **Ryan Dusil**, Transportation Planner II; **AnnaRose Cunningham**, Transportation Planner I; **Hanna Johnson**, Mobility Coordinator

In Attendance:

Dawn Anderson; Jeff Bailey; Abdul Barzak; Dan Betts; Chris Boespflug; Rich Christy; Rick Coffin; James Eussen; Nick Farber; Abra Geisler; Stephanie Gramberg; Kyle Gruver; Josie Hadley; Joel Hemsath; Wayne Herr; Omar Herrera; Myron Hora; Will Jones; Dean Klingner; Katrina Klobberdanz; Dylan Lindsey; Steve McCannon; Shaun McGrath; Mitch Nelson; Heather Paddock; Jan Rowe; Sandra Solin; Robin Stoneman

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

Public Comment:

There was no public comment.

Move to Approve Agenda:

James **moved** to *APPROVE THE JUNE 3, 2021, MEETING AGENDA AS SUBMITTED* and *APPROVE THE MAY 6, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Stephens and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

Shaun McGrath, APCD, introduced himself as the new Environmental Programs Director at CDPHE. McGrath reviewed the written report that was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft highlighted the NFRMPO will apply for party status for the ETRP AQCC rulemaking as was approved at the May 2021 Planning Council meeting. NFRMPO staff will bring a draft version of the pre-hearing statement to the July 1, 2021, Planning Council meeting. Council members can testify by acting as witnesses at the AQCC hearing in August and should contact Mallette if interested. Mallette asked for a Planning Council volunteer to help coordinate the pre-hearing statement and potentially present the information during the AQCC process. Stephens volunteered to help coordinate what is included in the pre-hearing statement with staff, and James volunteered to be on the witness list. Karspeck volunteered to help as needed. James, Stephens, and Mallette will meet offline prior to the July meeting.

Bornhoft reviewed the EPA announcement regarding the 2015 ozone standard expanding to include all of Weld County. James stated Weld County will be providing public comments and will be requesting that Weld County data also be considered regarding EPA modification of the boundary. Bornhoft will send data to the Planning Council prior to the next meeting.

Bornhoft stated CDOT staff will present at a future meeting regarding SB21-260.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck stated Planning Council will hosting hybrid meetings, starting with the July 1, 2021, meeting in Berthoud. Arndt stated Fort Collins may be able to host in October, James stated Weld County may be able to host in August, and D. Clark stated Loveland may be able to host in November.

Executive Director Report

Mallette introduced Hanna Johnson, the NFRMPO's new Mobility Coordinator. Mallette stated there was a discussion at the June 2, 2021, I-25 Committee meeting to write a letter to CDOT in support of completing the unsolicited proposals process on North I-25. James and D. Clark noted their support for the letter of support.

Finance Committee

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

PRESENTATIONS:

NI-25 Project Updates (Segment 6/Segments 7 & 8)

Abra Geissler, CDOT Region 4, reviewed Segment 6 progress and scope, including the construction phases, timeline, and processes. D. Clark asked about the possibility of the southbound on-ramp at LCR 16. Geissler stated it is still being studied and depends on the available funding. The CM/GC process may allow for savings that can be repurposed for this project.

Chris Boespflug, CDOT Region 4, reviewed Segment 7 & 8 progress and scope, including completion of design, right-of-way acquisitions and utility relocations nearing completion. Construction is expected to be completed in Q4 2023. CDOT is using the Integrated Construction Contract (ICC) concept, and the Kechter Road Bridge ICC Package is currently out for advertisement.

HPTE Update

Nick Farber, High Performance Transportation Enterprise (HPTE) Director, reviewed HPTE's purpose and structure. Farber explained the Unsolicited Proposal (USP) phases and fees, including threshold review, the conceptual proposal, and the detailed proposal steps. The Roadis proposal has completed the threshold review and is currently in the conceptual proposal phase.

The review team is meeting to discuss the proposal and will decide whether to move to the detailed proposal phase.

Farber reviewed the North I-25 TIFIA loan. The loan was for \$191M and provided capital expansion and tolling equipment and software for Segments 2, 3, and 6 through 8. The TIFIA is currently undergoing the TIFIA Credit Worthiness Review process and drafting the loan document.

D. Clark asked to clarify if HPTE would have to go out for a competitive bid even if the Roadis proposal is accepted. Farber responded HPTE and CDOT still complete the full procurement process. D. Clark asked what the next step would be if the proposal is rejected. Farber stated even if the proposal is rejected, the project may still move forward in another form.

Mallette asked for clarification about writing a letter of support. Farber stated Mallette can send him the letter, and he will discuss with CDOT staff. Farber suggested submitting the letter before the next HPTE and Transportation Commission meetings on June 16th.

Mallette asked if the TIFIA loan would need to be cancelled if HPTE accepted the Roadis proposal because the TIFIA loan will be repaid with toll revenue. Farber stated a similar process happened on US36 and they would not need to return the TIFIA loan.

ACTION ITEMS:

May 2021 TIP Amendment

Cunningham presented the proposed revisions to the FY2020-2023 Transportation Improvement Program (TIP) from CDOT, Transfort, and the NFRMPO.

D. Clark moved to APPROVE RESOLUTION 2021-14 APPROVING THE MAY 2021 AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP). The motion was **seconded** by James and **passed** unanimously.

2021 UPWP Budget Amendment #2

Kimsey stated the budget amendment will approve the use of VanGo exchange funds to hire an air quality attorney.

Stephens **moved** to *APPROVE RESOLUTION 2021-15 APPROVING THE SECOND AMENDMENT TO THE FY2021 BUDGET OF THE FY2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP).* The motion was **seconded** by James and **passed** unanimously.

2020 NFRMPO Audit

Kimsey introduced Kyle Gruber and Wayne Herr from MHP. Gruber reviewed major highlights from the audit, including the increase in VanGo revenue due to the CARES Act. Although there was one single audit adjustment, Gruber noted the success of the Accounting Team. Herr noted there were no findings under any of the three reports and standards.

D. Clark **moved** to *APPROVE the 2020 NFRMPO Audit.* The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEMS

FY2021 STBG and TA Additional Funding Allocations

Cunningham noted the NFRMPO received stimulus funds at the beginning of 2021. Planning Council approved exchanging these funds with the STBG and TA projects programmed in FY2021. TAC recommended that the additional \$3.9M to be allocated to a partially funded project in Greeley and an unfunded project in Windsor. There are currently no unfunded TA projects in FY2021 or 2022. TAC requested ongoing conversations ensuring the funding is distributed equitably. D. Clark and James supported the projects and rolling the funds into the next funding cycle. Stephens requested more information about the partially and unfunded projects that are receiving funding. Information will be provided at the July Council meeting.

2021 Call for Projects Discussion

Cunningham explained there will be a Call for Projects later in 2021. NFRMPO staff has held discussions with TAC and distributed a survey about ways to improve the next Call. The three discussions points for Council were related to an I-25 set aside, a bike/ped set-aside, and STBG request limits.

D. Clark asked what the timing was to make the decision about set-asides. Cunningham noted the Call for Projects will be opened in October, so NFRMPO staff is requesting guidance sooner

to continue work on the Call for Projects. Clark and James stated they supported creating an I-25 set-aside to leverage additional funds for the corridor. Stephens stated she wanted to talk to Larimer County staff, and other Council members agreed.

Karspeck noted his support for the bike/ped set-aside. D. Clark asked about how this funding compares to what has been typically spent on bike/ped projects. Cunningham responded this would be a new initiative but can do research of how this funding would compare. Stephens and Payton asked for additional information about how bike/ped projects may impact air quality. D. Clark suggested making bike/ped projects more competitive by revising scoring criteria.

Planning Councilmembers discussed the three proposals for STBG request limit proposals. The group eliminated Proposal C for limits based on VMT and population, and requested feedback from TAC on Proposals A and B.

Active Transportation Plan (ATP)

Dusil presented on the draft Active Transportation Plan and noted the 30-day public comment period is open through June 11, 2021.

Premium Transit Analysis

Gordon presented on the Premium Transit Analysis and asked for volunteers to join the Policy Advisory Group. James, Stephens, Arndt, Payton, and Karspeck volunteered to serve on the Policy Advisory Group.

COUNCIL REPORTS:

Transportation Commission

Bracke reported SB21-260 has been sent to the Governor for signature and will provide new funding for transportation. Councilmembers with questions about the legislation should reach out to Bracke for more information.

CDOT R4 Update

Paddock stated construction continues on I-25. Councilmembers who want to get a tour of construction can reach out to Paddock. CDOT staff will be transitioning to being in the office part-time starting in July. Paddock stated there have been a large number of applications for Revitalizing Main Streets funds. She also offered tours of the I-25 construction project if anyone was interested.

STAC report

A written report was provided.

I-25 Coalition

James stated he had no additional update.

Host Council Member Report

Payton stated Greeley staff is working on the Transportation Master Plan, called *Greeley on the Go*. Greeley staff is working on community engagement in relation to the plan. Payton stated the transportation sales tax called Keep Greeley Moving will be on the ballot in November. Payton noted the Greeley Stampede will occur this summer.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

No items were suggested.

The meeting was adjourned at 9:40 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

Dedicated to protecting and improving the health and environment of the people of Colorado

Monthly Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, July 1, 2021

Air Pollution Control Division (Division) Updates:

- During the summer months, the Division maintains a monthly (of more often dependent upon conditions) ozone data summary, available at the following website: https://www.colorado.gov/airquality/html_resources/ozone_summary_table.pdf.
- The Division is considering programs to reduce greenhouse gas (GHG) emissions from oil and gas operations. The programs being considered are direct regulation of equipment or processes, GHG intensity program, emission reduction programs. Additional information, including previous and upcoming stakeholder meeting materials, are available at <https://cdphe.colorado.gov/oil-and-gas-greenhouse-gas-roadmap-stakeholder-process>
- The Colorado Air Quality Enterprise held a public rulemaking hearing on June 1, 2021 to consider the promulgation of rules to establish Enterprise Fees. Additional information is available at <https://cdphe.colorado.gov/air-quality-enterprise>.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts, wildfire smoke outlook, and ozone advisories. For additional information and to subscribe to an email list, please visit: <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

June 17-18, 2021 Commission Annual Retreat Meeting:

- The Division provided an overview of their structure and program activities.
- The Commission discussed the progress made in achieving goals, milestones, and other relevant air quality policy matters.
- The Commission and Division identified and discussed items for inclusion on the Long Term Calendar including regulatory/policy issues and potential facility tours.
- Commission staff provided an overview of the 2020 legislative session and implications for the Commission.
- The Commission elected Officers (Chair, Vice-Chair, and Secretary) to the Executive Committee of the Commission for the upcoming year.

July 15 & 16, 2021 Air Quality Control Commission (Commission) Meeting:

- The Division will request that the Commission set a hearing to consider revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations

- The Commission will consider proposed revisions to its Procedural Rules.
- The Commission will consider revisions to Regulation 7 Reasonably Available Control Technology requirements for incorporation into the 2008 Ozone State Implementation Plan to address EPA comments, and make necessary SIP revisions.
- Commission meeting materials and additional information are available at <https://cdphe.colorado.gov/aqcc>.

Additional Commission information:

- Commission staff recently offered a public participation workshop. The presentation video and slides are available at <https://cdphe.colorado.gov/aqcc-public-participation-and-hearing-guidance>.



MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: July 1, 2021

Re: NFRMPO Air Quality Program Updates

Background

Party Filings for the Transportation GHG Rulemaking

On June 16, 2021, the NFRMPO filed for party status for the Air Quality Control Commission's (AQCC's) rulemaking hearing on greenhouse gas (GHG) emissions from the transportation sector, which includes the proposed Employee Traffic Reduction Program (ETRP) in Regulation 22. The AQCC rulemaking hearing is scheduled for August 18-20, 2021.

A draft pre-hearing statement will be sent with the Council handout materials that will identify the policy, factual, and legal issues arising from the proposal. At the July Council meeting, Council members will be asked to discuss and vote on the NFRMPO's pre-hearing statement. Following the Council meeting, staff will finalize the pre-hearing statement to incorporate Council's feedback prior to submitting the final version to the AQCC on or before the deadline of July 7, 2021.

An important topic for the Planning Council meeting on July 1 is determining Council's overall stance on the ETRP proposal and enforcement. The enforcement mechanisms specified in the rule are minor and reasonable, focusing on employers revising ETRP plans to achieve the required single occupancy vehicle (SOV) rates. However, there are punitive enforcement mechanisms that could be imposed for noncompliance with the ETRP regulation due to the authority granted to the AQCC by the Colorado Revised Statutes (C.R.S.) Section 25-7-122(1)(b) allowing civil penalties with fines up to a maximum of \$47,357 per day for noncompliance with AQCC regulations.

The following three stances on ETRP and enforcement are offered for the Council's consideration:

- A. The NFRMPO does not support mandatory requirements. The NFRMPO supports revising the ETRP regulation to make it voluntary by specifying civil penalties cannot be imposed for noncompliance.
- B. The NFRMPO supports specifying maximum civil penalties in the regulation that are commensurate with the role of employers in influencing the commute mode choices of its employees. The maximum civil penalties for noncompliance with ETRP should be set well below the maximum currently allowed by statute, with the possibility of tiered rates for different types of violations. Failure to achieve a particular SOV Drive Rate should not be considered a violation.



- C. The NFRMPO does not support mandatory requirements; however, if a mandatory program is implemented, a tiered single occupant vehicle (SOV) target system should be established to provide employers with more achievable and equitable targets.

GHG Transportation Budgets

The creation of GHG budgets for state and MPO transportation plans is one of several strategies identified in the State's GHG Roadmap for reducing emissions from the transportation sector. CDOT is leading the development of this strategy, with stakeholder engagement which began in early 2021. The strategy was originally intended to be included in the AQCC's rulemaking hearing on GHG emissions from transportation scheduled for August 18-20. At the Transportation Commission (TC) workshop meeting on June 16, CDOT announced the GHG budgets will be established through a formal rulemaking process of the TC instead of through an AQCC rulemaking.

2015 Ozone Boundary Update

On or about May 24, 2021, the EPA notified the State of Colorado it intends to modify the boundary of the 8-hour Denver Metro/North Front Range (DM/NFR) Nonattainment Area for the 2015 ozone standard to include all of Weld County. Currently, a portion of Weld County is designated as a Marginal Nonattainment area under the 2015 ozone standard. The EPA reviewed the boundary and provided notice of the intended designation for Weld County following a remand from the D.C. Circuit Court issued in July 2020.

The EPA is required to notify the State 120 days prior to finalizing a boundary modification and provide time for the State to submit data demonstrating the modification is inappropriate. The EPA has not proposed revising the boundary for the DM/NFR Nonattainment Area under the 2008 ozone standard. Currently, the boundaries for the DM/NFR Nonattainment area under both the 2008 standard and 2015 standard are coterminous.

When determining which areas near a violating monitor are potentially contributing to ambient ozone concentrations at the violating monitor the EPA considers the following five factors:

1. Air Quality Data (including the design value calculated for each Federal Reference Method (FRM) or Federal Equivalent Method (FEM) monitor);
2. Emissions and Emissions-Related Data (including locations of sources, population, amount of emissions, and urban growth patterns);
3. Meteorology (weather/transport patterns);
4. Geography/Topography (including mountain ranges or other physical features that may influence the fate and transport of emissions and ozone concentrations); and
5. Jurisdictional Boundaries (e.g., counties, air districts, existing nonattainment areas, areas of Indian country, Metropolitan Planning Organizations (MPOs)).



For additional information on how the EPA considered these five factors when delineating the DM/NFR nonattainment area, including the original designation for the 2015 ozone standard and the intended designation for the entirety of Weld County please see the following resources:

- EPA's original Technical Support Document (TSD) for the DM/NFR for the 2015 ozone standard, https://www.epa.gov/sites/production/files/2018-05/documents/co_tsd_final_0.pdf
- EPA's TSD for the intended designation of the entirety of Weld County as nonattainment in the DM/NFR for the 2015 ozone standard, https://www.epa.gov/sites/production/files/2021-05/documents/final_clean_co_tsd_-_weld_county_remand.pdf

On June 14, 2021, the EPA opened a 30-day public comment period regarding the intended designation of the entirety of Weld County as nonattainment for the 2015 ozone standard. Comments are due to EPA by July 14, 2021. To ensure consistent treatment of the remanded counties with every other area of the country, EPA noted it will not consider new information submitted by states or during the public comment process that is not a part of the existing record of data that was available as of April 2018, although it will consider new analysis based on the existing record.

At the July 1 Planning Council meeting, staff will ask Council members to determine if the NFRMPO should submit a comment letter to the EPA asking to postpone the designation to allow data from the recently established air quality sensors in Weld County to be evaluated.

Action

NFRMPO staff requests Council members determine the NFRMPO's overall stance on the ETRP proposal and provide direction on whether to submit comments to the EPA on the intended designation of the entirety of Weld County as nonattainment.



June 9, 2021

Nick Farber, HPTE Director
CDOT HQ
2829 Howard Pl.
Denver, CO 80204

Dear Mr. Farber,

The North Front Range MPO (NFRMPO) would like to express its appreciation for the work of HPTE in securing funding for North I-25. This includes the TIFIA loan and the review of the unsolicited proposal from Roadis. With the passage of SB21-260: Sustainability of the Transportation System, a transportation funding milestone for the State of Colorado, it is clear we continue to need to look at all funding options to continue the work on North I-25. Projected new fee revenue is approximately \$1.4B for the State, of that, completing North I-25 Segments 2 through 8 are estimated at \$660M. North I-25 would take about 43 percent of the funds making it unlikely as the only funding source for this project.

The expansion of North I-25 is the top priority project in the NFRMPO as identified in the 10-Year Pipeline of Projects. Segment 5, (WCR 38 to State Highway 66), is only partially within the NFRMPO's boundary; Segment 2 through 4 are not within the NFRMPO boundary at all; however, we remain dedicated to finding a funding solution, specifically for Segment 5. The current cost estimate to complete this Segment is about \$300M, with no identified funding source to date. This section creates a bottleneck and a hazardous safety situation between the two 3-lane sections of the Interstate to the north and south.

To that end, we request that CDOT and HPTE complete their analysis on the unsolicited proposal from Roadis to its conclusion. The NFRMPO is not endorsing a vendor in this request and understands it would need to follow the CDOT procurement process if implementation of the proposal were to follow the completion of the analysis. We believe the analysis will supply a basis for a possible funding mechanism on the remainder of North I-25.

Thank you for your consideration of this request and look forward to our continued partnership with CDOT and HPTE.

Sincerely,


Will Karspeck (Jun 11, 2021 14:16 MDT)

William Karspeck
NFRMPO Chair

cc: Kathleen Bracke, Transportation Commissioner Region 5
Shoshana Lew, CDOT Executive Director
Governor Jared Polis
NFRMPO Councilmembers

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800-9560
nfrmpo.org

FINANCE COMMITTEE REPORT

- Finance Committee met on June 17, 2021
- Schmitt presented a quarterly update on the Mobility Program, including the selection of a vendor for the **RideNoCo** website, hiring of a Mobility Coordinator, partnership with Larimer County's Office of Emergency Management to provide rides for COVID vaccinations, and a pilot expansion of Via Mobility Services into rural Larimer and Weld County
- The committee reviewed and recommended for Council approval the FY2021 Q1 Unaudited Financial Statements, noting:
 - for MPO - reduced expenses attributed to continued impact from COVID and delayed consulting services that are projected to occur this fall
 - for VanGo - reduced fare revenue due to continued reduced ridership, resulting in reduced fleet expense

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

June 17, 2021
3:00 p.m.
Microsoft Teams

Members

Lanie Isbell
Kristen Stephens
Paul Rennemeyer

Staff

Suzette Mallette
Merideth Kimsey
Cory Schmitt
Becky Karasko
Kerri Ishmael

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

Approval of Minutes:

Isbell made the motion to approve, and it was seconded by Stephens. The minutes of May 20, 2021 were accepted.

Quarterly Mobility Program Update

Schmitt provided an update on the Mobility program including:

- selection of a vendor to build the Phase One **RideNoCo** website, with projected completion date of August 2021
- partnership with Larimer County's Office of Emergency Management to assist in providing transportation for COVID-19 vaccinations
- the hiring of Mobility Coordinator, Hanna Johnson
- executed IGAs with both Larimer and Weld County for local match funding associated with non-urban 5310 funds
- mobility coordination work, including a pilot expansion of Via Mobility Services into rural Larimer and Weld County
- MPO serving as sponsor for a replacement vehicle for the Town of Milliken Senior Center

Stephens requested more information in the mobility programs assistance on a program with Red Feather Library. Schmitt advised that the Library purchased a vehicle with their own funds and the MPO had been assisting with coordinating vehicle maintenance, et al.

Stephens commended the work of Schmitt to date, commenting on what has been done and projected to be forthcoming, noting the current and projected work being outside the initial vision of the program and extent in outreach.

FY2021 Q1 Unaudited Financial Statements

Kimsey presented the 1st quarter financial statements noting significant variances including:

- Delays in some grant revenues due to contracting delays
- Reduction in office expenses from budget due to reduced staff in office

- Reduced revenues and expenses for the VanGo program due to COVID-19 and the resulting remote work environment

Stephens asked about renewed interest in VanGo. Kimsey advised of new individuals making inquiries, as well as continuing returning participants.

Stephens questioned employee trip reduction program (E-Trip) and opportunity to introduce small/newer businesses to program. Mallette discussed E-Trip and the potential for VanGo noting that the majority of routes go into the greater Denver area

Stephens made motion to recommend FY2021 Q1 financials to Council. Motion was seconded by Rennemeyer and passed unanimously.

The meeting was adjourned at 3:29 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 16, 2021**

APPROVAL OF THE MAY 19, 2021 TAC MINUTES

Buckman moved to approve the May 19, 2021 TAC minutes. Baxter seconded the motion, which was approved unanimously.

CONSENT AGENDA

Active Transportation Plan – Oberschmidt moved to approve the Consent Agenda. Klockeman seconded the motion, which was approved unanimously.

ACTION ITEM

FY2021 STBG and TA Additional Funding Allocations – Cunningham stated there are two projects from the FY2022-2023 Call for Projects that are eligible to receive additional STBG funding. The Greeley *83rd Avenue Roadway Improvements* project was partially funded and the Windsor *WCR13 Alignment Improvements* project was unfunded and waitlisted. There were no partially funded or waitlisted TA projects. Anderson moved to approve the proposed additional allocation for the Greeley and Windsor projects and to roll the remaining \$2.2M STBG and \$85K TA funding into the 2021 Call for Projects. Klockeman seconded the motion, which was approved unanimously.

WORK SESSION

2021 Call for Projects Discussion – Cunningham stated Planning Council members requested recommendations from the TAC regarding three proposals for the 2021 Call for Projects. The first proposal is a \$10M set-aside for I-25 Segment 5 from STBG and/or CMAQ. TAC members agreed they would like some funding to remain in each funding pool to support local projects. TAC members expressed support for a \$5M set-aside from the CMAQ pool to preserve some CMAQ funding and all STBG funding as it is the more flexible funding pool.

The second proposal is a \$1M-\$2M percentage allocation program for bicycle and pedestrian projects, consisting of 100 percent of the available TA funds supplemented by STBG and/or CMAQ funds. TAC members expressed support for adjusting the STBG and CMAQ scoring criteria to ensure bicycle and pedestrian projects can be competitive rather than creating a percentage allocation program.

The third proposal, regarding individual agency STBG request limits, was to: (A) retain the population-based STBG request limits with a floor set at \$1M, or (B) set the STBG request limits to 50 percent of the pool, approximately \$4M. TAC members expressed support for Option A.

DISCUSSION ITEMS

NFRMPO Regional Travel Demand Model (RTDM) Update – Bornhoft explained NFRMPO staff is currently working on an RFP for the Regional Travel Demand Model update. She reviewed the purpose and status of the Land Use Allocation Model and Regional Travel Demand Model (RTDM) as well as the potential benefits and drawbacks of switching from a four-step RTDM to an activity-based RTDM. Development of an activity-based RTDM could leverage CDOT's existing statewide activity-based model for easier implementation. NFRMPO Staff proposes including both model types in the RFP to obtain cost estimates. TAC members raised concerns regarding increased complexity of an activity-based model and whether their local models will still be useful if the NFRMPO changes model types. Bornhoft stated calibration and validation of an activity-based model requires similar effort compared with a four-step model and the update would incorporate any changes identified during the development of local plans. Klockeman suggested convening a small group of frequent RTDM users to discuss further. Bornhoft will send out a Doodle Poll for interested local agency staff.

Northern Front Range MPO

July 1, 2021

1

TRANSPORTATION BILL SUMMARY

AT A GLANCE

"SOURCES" OVERALL FUNDING

→ \$3.784 B in New Fee Revenue

→ \$1.581B in General Fund & Stimulus Dollars

\$5.365B

TOTAL NEW FUNDS & EXPENDITURES IN PLAN

GENERAL FUND STATS

→ Average 11 yrs
\$1.572 B = \$144 m

→ Average over first 5 yrs
\$883.5 = \$186 m

"USES" OVERALL ALLOCATIONS WITHIN TRANSPORTATION PLAN

→ Total HUTF (60%/40%): \$2,234 B

- State HUTF: \$1,287 B
- Local HUTF: \$947.5 m

→ Nonattainment Region Enterprise (CDOT): \$183.7

- Plus an additional \$25m for CDOT Mitigation

→ Bridge & Tunnel Enterprise (CDOT): \$522.8

→ Revitalizing Main Streets (CDOT): \$85.1

→ Multimodal and Mitigations Option Fund (15%/85%): \$447.6. Plus the following:

- Front Range Rail: \$2.5 m
- SW Chief: \$12m

→ Three Green Enterprises: \$734.3

→ Additional Stimulus Support: \$458

→ (Includes offsets to FASTER reductions, COP payments, \$500,000 for Burnham Yard, and \$200m previously announced state stimulus support to transportation)

→ 8 Yrs COP Payments: \$660

TOTAL ENTERPRISED - \$1,440.8 B

→ Existing Bridge Enterprise (Modifying scope to include tunnels): \$522.8

→ New Nonattainment Region Enterprise: \$183.7, Plus additional \$25.

→ New Community Charging: \$310.2

→ New Clean Fleet Enterprise: \$289.1

→ New Public Transit Enterprise: \$134.9

2

Page 19 of 55

1

GENERAL FUND | STIMULUS COMMITMENTS

Ongoing General Fund Commitments - \$887.5M

- \$660M State Highway Fund/COP Payments
- \$84M Multimodal & Mitigation Options Fund
- \$56M State Highway Fund/Revitalizing Main Streets
- \$87.5M (\$17.5 m from FY25 - FY29)

One Time General Fund or Stimulus Dollars - \$693.5M

- \$141M State Highway Fund /Front load COP Payments
- \$18M State Highway Fund/Faster Reduction Backfill State HUTF
- \$36M HUTF Local Share/Faster Reduction Backfill Local Share
- \$170M State Highway Fund/Previously Announced State Stimulus Funds/ Shovel Ready Projects
- \$268.9M Multimodal Options Fund (includes \$2.5 for Front Range Rail and an additional \$12m for SW Chief Line)
- \$29.6M State Highway Fund/Revitalizing Main Streets & Burnham Yard
- \$30M State Highway Fund/Previously Announced State Stimulus Funds/Safer Main Streets (*separate bill*)

\$1.581 BTOTAL GENERAL FUND
CONTRIBUTION TO TRANSPORTATION

3

TRANSPORTATION FEE ALLOCATIONS

FEE	Total	HUTF State	Non-Attainment	Bridge & Tunnel Enterprise	Revitalizing Main Streets	MMOF	HUTF Local	Commercial Charging Enterprise	Fleet Electric Enterprise	Public Transit Enterprise
Road Usage Fee	\$1,552.3 B	\$931.4 m					\$620.9 m			
Road Impact Fee	\$401.4 m			\$401.4 m						
Electric Vehicle Fee	\$321.9 m	\$193.1 m					\$128.8 m			
TNC Fee	\$203.2 m		\$152.3 m						\$50.8 m	
Retail Delivery Fee	\$1,214 B	\$107.4 m	\$31.5 m	\$121.4 m		\$109.2 m	\$161.1 m	\$310.2 m	\$238.3 m	\$134.9 m
Personal Car Share Fee	\$17.0 m	\$10.20 m					\$6.80 m			
Rental Fee	\$74.6 m	\$44.8 m					\$29.8 m			
General Fund (See Note Slide 4)	\$426 m				\$85.1 m	\$340.9 m				
Total	\$4,210 B	\$1,286.9 B	\$183.7	\$522.8 m	\$85.1 m	\$450.1 m	\$947.5 m	\$310.2 m	\$289.1 m	\$134.9 m

4

FUNDING DISTRIBUTION

\$734 million of new fee revenue supports 3 new electrification and charging infrastructure enterprises:

Charging Infrastructure & Electric Vehicle Equity

- New 'Community Access' Enterprise in Colorado Energy Office (CEO).
- Build charging infrastructure in communities across the State, link communities throughout the State with alternative transportation options (e-bikes), and support electric vehicle adoption in low and moderate income communities.

\$310.2 MILLION
INVESTMENT

Fleet Electrification Incentives

- New 'Clean Fleet' Enterprise in CO Department of Public Health and Environment (CDPHE)
- Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals
- Support CDPHE's Mobile Source Program to complement vehicle investment.

\$289.1 MILLION
INVESTMENT

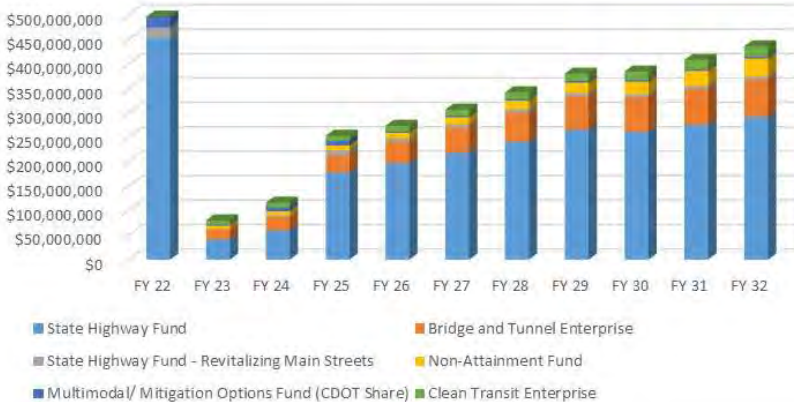
Public Transit Electrification

- New enterprise in Colorado Department of Transportation (CDOT).
- Support electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure.

\$134.9 MILLION
INVESTMENT

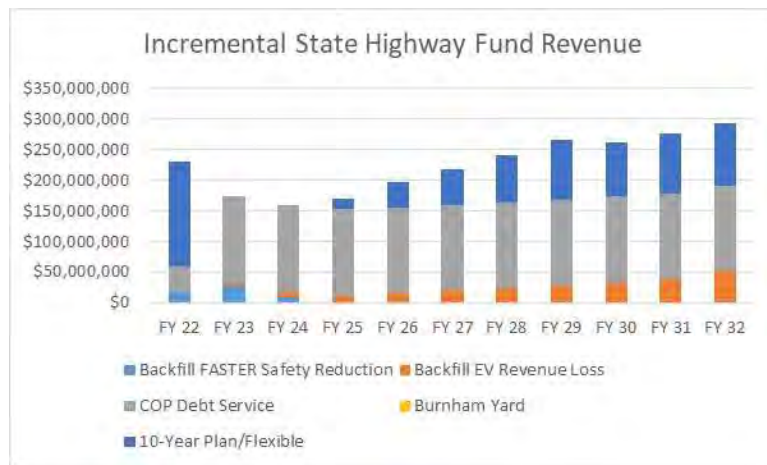
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SB 260 Incremental Revenue to CDOT
FY 22 - FY 32



- Total \$3,482 M FY 22 - FY 32
- State Highway Fund - \$2,488 M
 - Bridge and Tunnel Enterprise - \$522.8 M
 - Non-Attainment Enterprise - \$183.7 M
 - Clean Transit Enterprise - \$134.9 M
 - Revitalizing Main Streets - \$85.1 M
 - Multimodal and Mitigation Options Fund (CDOT Share) - \$67.1 M

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- Total - \$2,488 M
- \$1,451.5 M – COP Debt Service
 - \$232.4 M – Backfill HUTF revenue
 - \$54 M – Backfill FASTER fee reduction
 - \$0.5 M – Allocation to Burnham Yard
 - \$749.5 m – 10-Year Plan/Flexible

7

New Planning Requirements

- For Regionally Significant Projects:
 - Requires CDOT and the Transportation Commission to develop and implement new procedures and guidelines that account for the impact these projects will have on statewide greenhouse gas emissions and vehicle miles traveled. At a minimum, these procedures and guidelines must:
 - Implement rules issued pursuant to 25-7-105 (Air Quality Control Commission)
 - Otherwise reduce GHG emissions to help achieve targets established in 25-107-2 (g) (HB 1261 GHG reduction goals)
 - Apply same level of analytical scrutiny to GHGs as other pollutants of concern
 - Consider the role of land use and develop strategies to encourage land use decisions that reduce VMT and GHGs
 - CDOT (and DRCOG and NFRMPO) must update their plans to be in compliance with these policies by October 1, 2022. If this date is not met, MMOF expenditures can only be spent on those projects/programs that help meet compliance.

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Other Things to Think About

- **Local HUTF**
 - CDOT has annual revenue estimates available by year for every city and county in the state
 - Weld County, for example, is estimated to receive just under \$1m in FY '23, rising to about \$4.5m in FY '32.
 - Windsor, for example, is estimated to receive just over \$100k in FY '23, rising to about \$480k in FY '32
- **New Enterprises**
 - 4 New Enterprises = 4 new boards and new appointments
 - October, 2021 deadline for most appointments
 - Clean Transit has several appointments related to “urban” and “rural” representation
 - Non-Attainment Air Pollution Control Enterprise includes Gubernatorial appointment of an elected official from the NFR MPO
- **MMOF**
 - Program already exists, but need to arrange disbursements of \$146m after July 1, 2021

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QUESTIONS

10

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
July 1, 2021 Berthoud	<i>Regional Active Transportation Plan (ATP)</i>	Ryan Dusil
Objective/Request Action		
To adopt the <i>Regional Active Transportation Plan (ATP)</i> .		<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"> The NFRMPO is federally required to address bicycle and pedestrian (active transportation) planning as a component of the <i>Regional Transportation Plan (RTP)</i>. The <i>ATP</i> will serve as an update to the NFRMPO's <i>2013 Regional Bicycle Plan</i> and the <i>2016 Non-Motorized Plan</i>. The <i>ATP</i> was open for public comment from Wednesday, May 12 through Friday, June 11. NFRMPO Staff received over 200 individual comments. 		
Committee Discussion		
The Planning Council discussed the <i>Draft ATP</i> at their June 3, 2021 meeting and did not provide any comments. The TAC recommended Planning Council approval of the <i>ATP</i> at the June 16, 2021 TAC meeting.		
Supporting Information		
<ul style="list-style-type: none"> The goals of the <i>ATP</i> are to: <ul style="list-style-type: none"> Update our shared regional vision for active transportation; Provide guidance for consistent active transportation planning across the region; and, Serve as a toolkit for NFRMPO member communities and other partners. The <i>ATP</i> includes an introduction with regional context, a summary of the benefits of investing in active transportation, and an inventory an assessment of existing conditions (Chapters 1 and 2); a summary of strategies, approaches, and emerging trends in active transportation, with best practices and other considerations for the reference of the NFRMPO and its planning partners (Chapter 3); detailed updates to the visions for the Regional Active Transportation Corridors (RATCs) for the first time since the adoption of the <i>2013 Regional Bicycle Plan</i> (Chapter 4); various action steps the NFRMPO, its member agencies, and other planning partners can take over the next four years to improve and expand active transportation across the region (Chapter 5). The <i>ATP</i> Appendices consists of additional resources and detailed guidance for planning partners on specific topics identified as priorities during the development of the Plan. 		
Advantages		
<ul style="list-style-type: none"> Approval of the <i>ATP</i> helps the NFRMPO meet federal requirements, improve active transportation planning across the region, and become more competitive for grant opportunities 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
NFRMPO staff requests Planning Council adoption of the <i>ATP</i> .		
Attachments		
<ul style="list-style-type: none"> ATP link: https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf Resolution #2021-16 		



**RESOLUTION NO. 2021-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE ACTIVE TRANSPORTATION PLAN (ATP)**

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), is the Metropolitan Planning Organization for the North Front Range of Colorado and receives both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the work programs of the agency; and

WHEREAS, the NFRMPO is federally required to address bicycle and pedestrian (active transportation) planning as a component of the *Regional Transportation Plan* (RTP) according to Code of Federal Regulations (CFR) §450.324; and

WHEREAS, the Value Statement of the NFRMPO's *2045 RTP* Goals, Objectives, Performance Measures, and Targets (GOPMT) Framework are guided by the following Value Statement: "We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality".

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the *Active Transportation Plan* (ATP).

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of July 2021.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: July 1, 2021

Re: CY 2021 1st Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 1st Quarter of Calendar Year 2021 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-1st Quarter

The MPO completed its purchase of an ADA vehicle as part of a pass through grant using \$5310 capital funds for Envision

Funds billed to Fort Collins in exchange for 2020 \$5310 funds remain unpaid and are included as part of the recorded accounts receivable as of March 31, 2021.

Office expenses are reduced due to the impacts of COVID-19 and remote work.

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

VanGo™ Highlights-1st Quarter

Vans were sold during the first quarter resulting in a revenue of \$51,397. Revenue from fares is significantly reduced due to continuing impacts for COVID-19

Fleet and office expenses were reduced due to COVID-19 and remote work.

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 2021 first quarter Unaudited Financial Statements dated March 31, 2021.



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 2018 indirect cost rate was calculated using the 2016 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

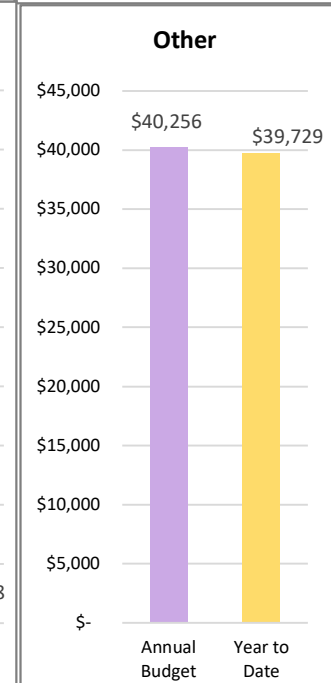
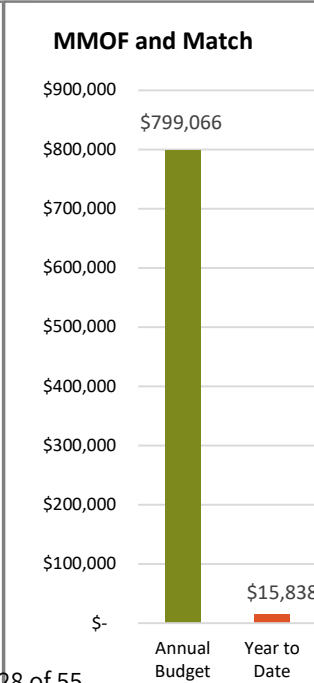
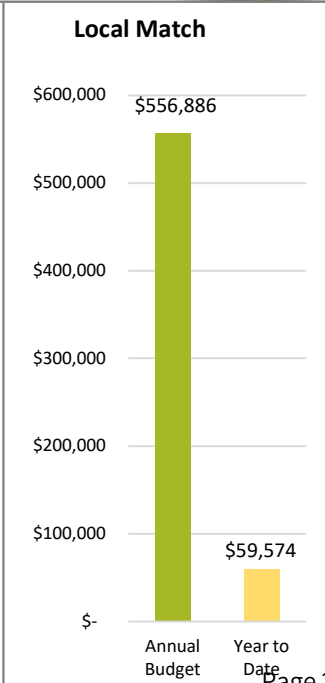
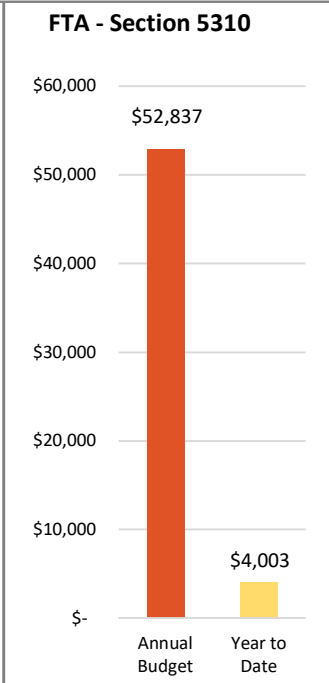
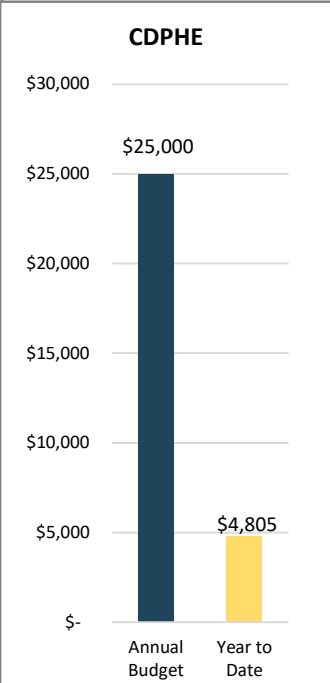
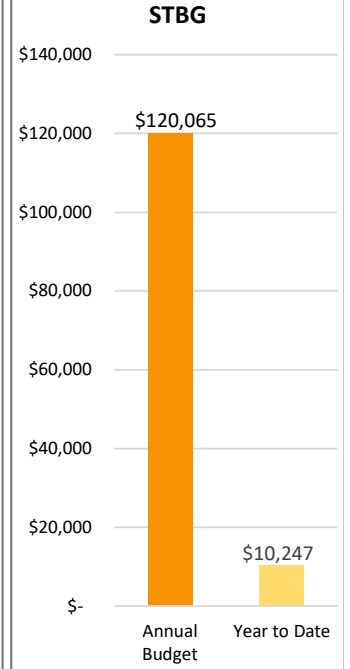
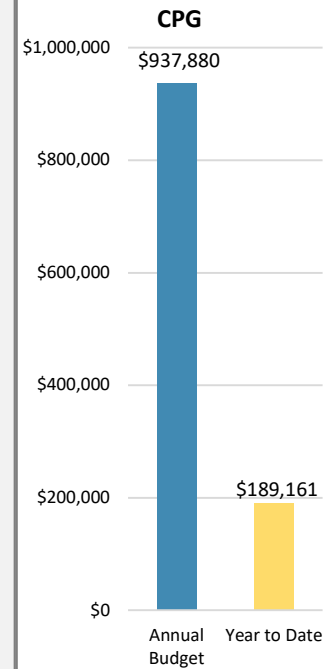
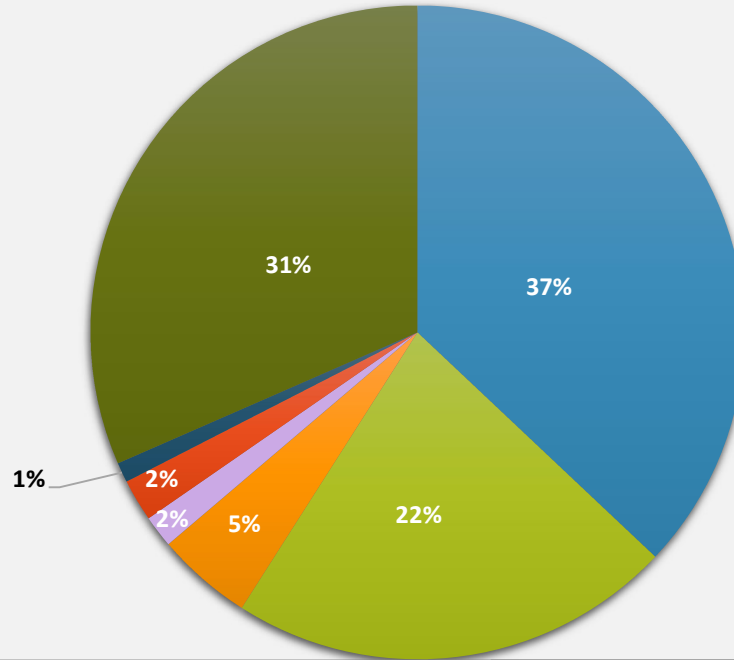
Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- CPG
- Local Match
- STBG
- State Planning Funds (SPR)
- Other
- FTA - Section 5310
- CDPHE
- MMOF and Match



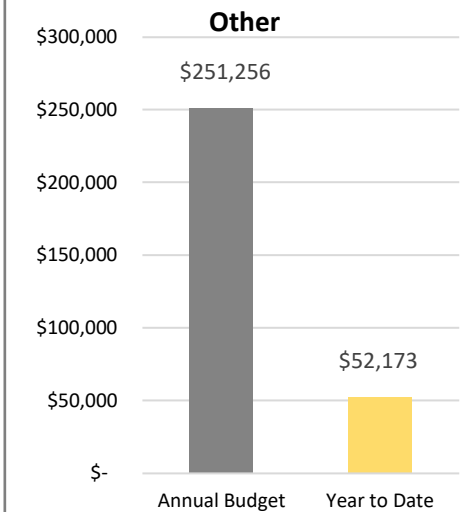
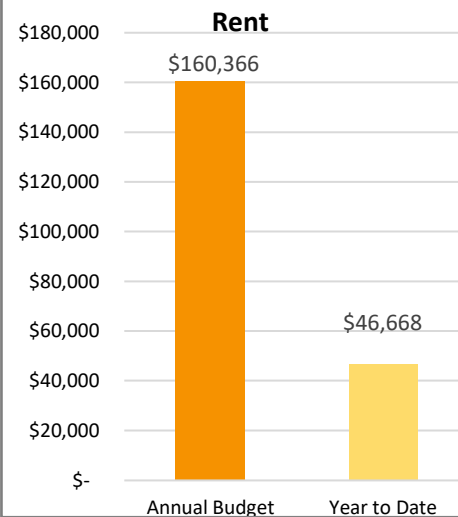
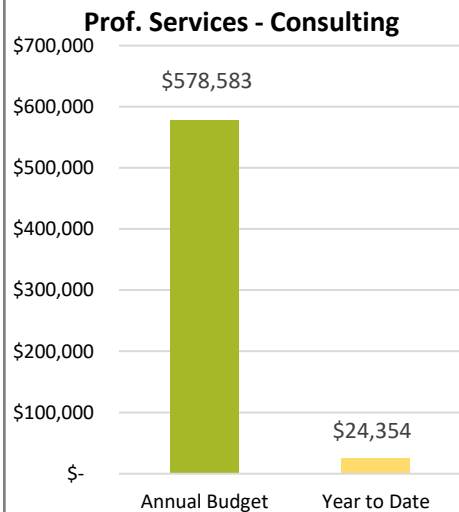
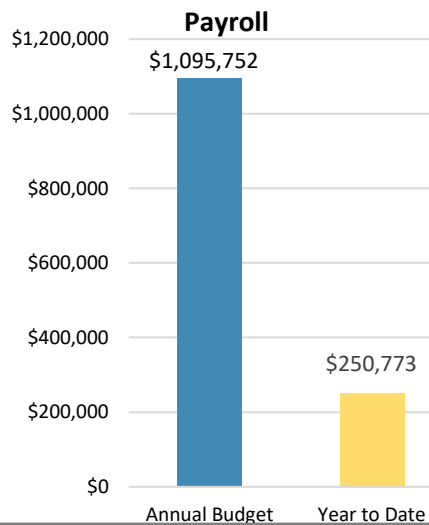
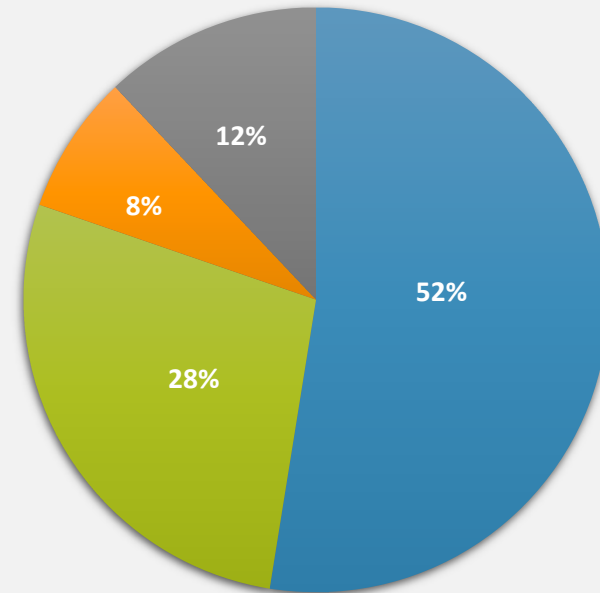
Metropolitan Planning Organization - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Payroll
- Prof. Services - Consulting
- Rent
- Other



Metropolitan Planning Organization
Statement of Net Position
March 31, 2021

ASSETS	
Cash and Cash Equivalents	\$482,072
Investments	565,018
Receivables	631,409
Due From Other Funds	28,862
Capital Assets, net	19,083
Total Assets	<u>1,726,445</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	81,754
Deferred Revenue	192,031
Advances From Other Funds	499,641
Long-Term Liabilities	
Accumulated Leave	44,232
Total Liabilities	<u>817,658</u>
FUND BALANCE	
Unreserved	959,281
Current Year Revenue over (under) Expenditures	(50,494)
Total Fund Balance	<u>908,786</u>
Total Liabilities and Fund Balance	<u>1,726,445</u>

Metropolitan Planning Organization
Statement of Revenue, Expenditures and Changes in Fund Balance
For the Three Months Ended March 31, 2021

	1st Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete
REVENUE					
FHWA-Federal Income-CPG	\$189,161	\$189,161	\$937,880	\$748,719	20.17%
FHWA-Federal Income-STBG	10,247	10,247	120,065	109,818	8.53%
FTA-Federal Income-5310	4,003	4,003	25,487	21,484	15.71%
Federal Pass Through	37,632	37,632	40,256	2,624	93.48% (1)
State Funds_MMOF	15,838	15,838	321,033	305,195	4.93% (2)
State-CDPHE	4,805	4,805	25,000	20,195	19.22%
State-MMOF			446,033	446,033	0.00% (2)
State-FASTER			32,000	32,000	0.00% (2)
State TSV	2,097	2,097		(2,097)	0.00%
Subtotal Grant Revenue	263,783	263,783	1,947,754	1,683,971	13.54%
Local Match-Member Entities	42,756	42,756	233,130	190,374	18.34%
100% Local			2,723	2,723	0.00%
Transfer from VanGo	16,818	16,818	321,033	304,215	5.24% (2)
Subtotal Local - All Sources	59,574	59,574	556,886	497,312	10.70%
City of Fort Collins Funds			27,350	27,350	0.00%
Subtotal Revenue from Other			27,350	27,350	0.00%
Miscellaneous Revenue					
Interest Earned	117	117		(117)	0.00%
Subtotal Other Revenue Sources	117	117		(117)	0.00%
Total Revenue- Combined Sources	323,475	323,475	2,531,990	2,208,515	12.78%
EXPENDITURES/EXPENSES					
Administration	79,272	79,272	350,132	270,860	22.64%
Transportation Planning	167,103	167,103	711,780	544,677	23.48%
Mobility Management	4,399	4,399	33,840	29,441	13.00%
Subtotal Payroll Expense	250,773	250,773	1,095,752	844,979	22.89%
Professional Services & Consulting	24,354	24,354	578,583	554,229	4.21% (3)
Subtotal professional Services & Consulting	24,354	24,354	578,583	554,229	4.21%
Fleet Expense					
Insurance Expense	1,776	1,776	3,631	1,855	48.92%
Office Furniture/Equipment (non-cap)	455	455	13,344	12,889	3.41% (4)
Office Supplies	264	264	3,179	2,915	8.31% (4)
Communications (phone/data/fax)	3,705	3,705	15,306	11,601	24.20%
Postage	108	108	929	821	11.59%
Rent	46,668	46,668	160,366	113,698	29.10%
Other Office Operating (Facility, Repairs, Furniture move Recycling, Office Equipent Lease)	746	746	5,486	4,740	13.59%
Dues, licensing and Subscriptions	2,592	2,592	10,066	7,474	25.75%
Maintenance Contracts - Copier maintenance/usage	2,891	2,891	12,704	9,813	22.76%
Software maintenance	6,550	6,550	189,318	182,768	3.46% (5)
Outreach	177	177	8,880	8,703	2.00% (6)
Other Operating Costs	1,330	1,330	4,434	3,104	29.99%
Event/Meeting Expense	1,869	1,869	10,899	9,030	17.15%
Indirect Costs	(17,358)	(17,358)	(110,699)	(93,341)	15.68%
Travel/Conference/Training Expense	29	29	35,117	35,088	0.08% (4)
Loan Payments			8,406	8,406	0.00%
Pass through Expenses	47,040	47,040	40,256	(6,784)	116.85% (7)
Subtotal Other Expenses	98,841	98,841	411,622	312,781	24.01%
Total Expenditures/Expenses	373,969	373,969	2,085,957	1,711,988	
Excess(Deficiency) of Revenue over Expenditures)	(50,494)	(50,494)	446,033	496,527	

Metropolitan Planning Organization
Statement of Revenue, Expenditures and Changes in Fund Balance
For the Three Months Ended March 31.2021

Explanation of Variances

(1)	A single vehicle was purchased for Envision using 5310 Capital funding
(2)	Delay in contracting resulted in a delay in billing
(3)	Consultant projects are set to start later in the year
(4)	COVID and remote work resulted in a reduction of expenses
(5)	Paid later in the year
(6)	COVID resulted in reduced outreach expenses, most outreach is historically done in the summer.
(7)	Budgeted amount did not include the local match

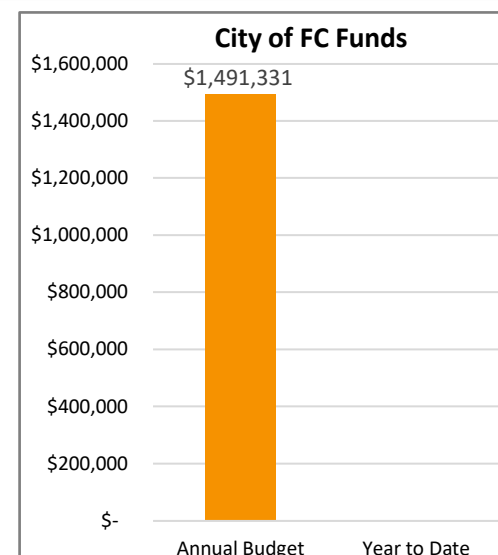
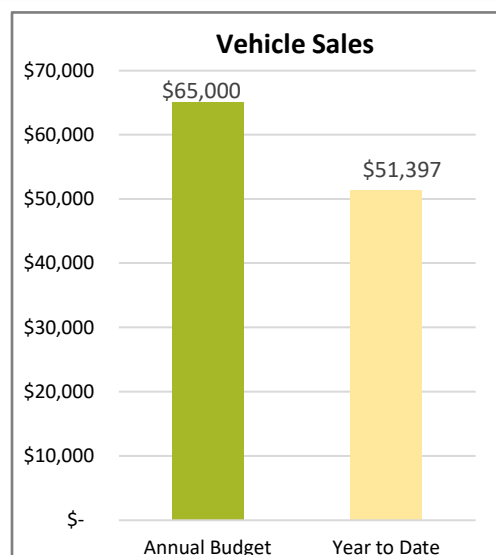
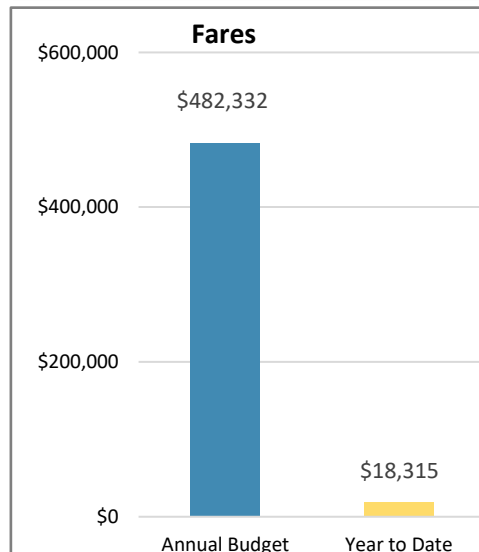
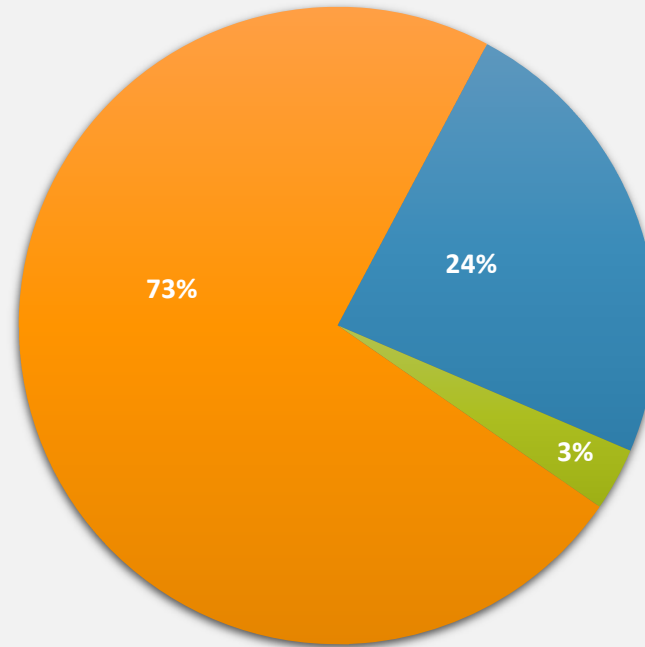
VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- Fares
- Vehicle Sales
- City of FC Funds



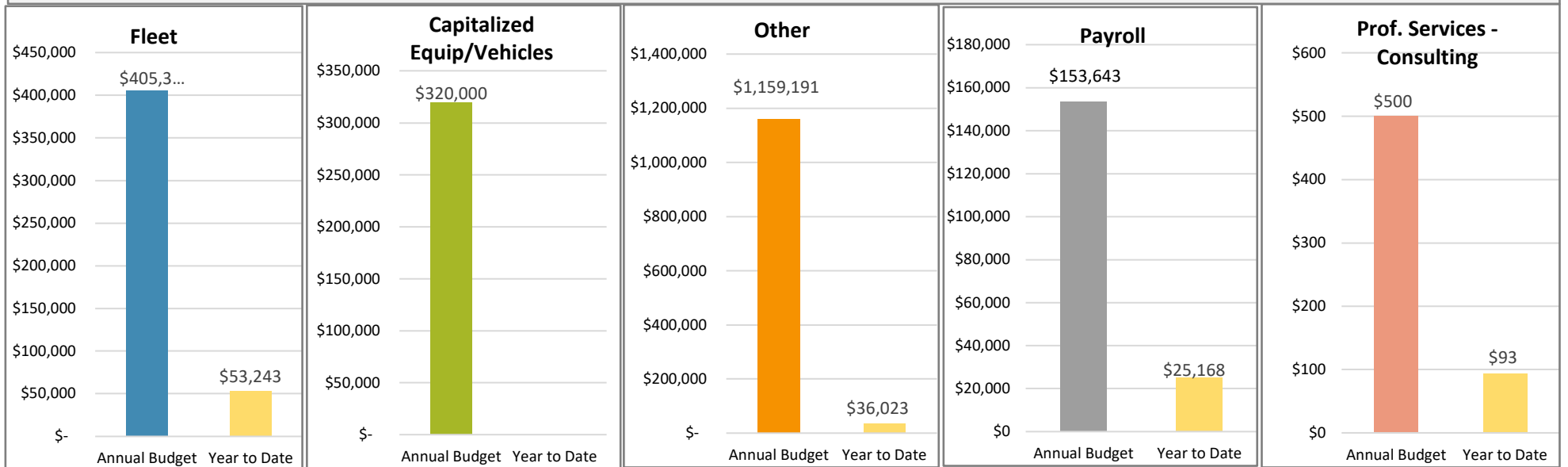
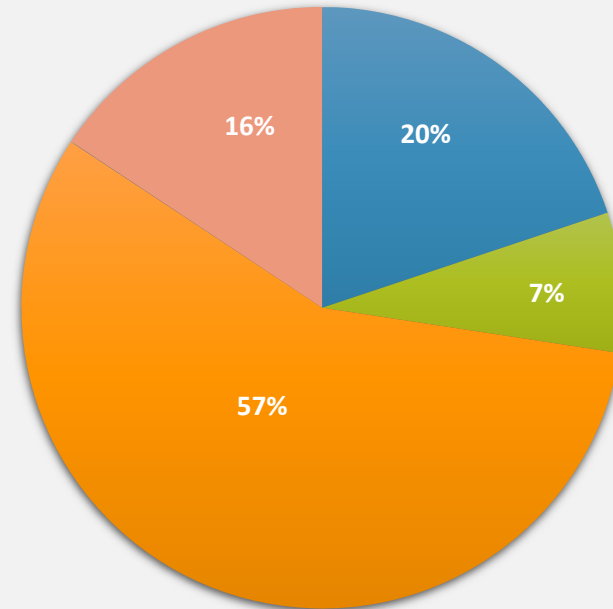
VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2021

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Fleet
- Capitalized Equipment/ Vehicles
- Other
- Payroll
- Prof. Services - Consulting



VANGO
Statement of Net Position
March 31,2021

ASSETS	
Cash and Cash Equivalents	\$418,307
Investments	4,534,237
Receivables	56,538
Advances to Other Funds	491,235
Loan Receivable	8,406
Capital Assets, net	351,386
Total Assets	<u>5,860,109</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	11,600
Deferred Revenue	8,423
Due to Other Funds	28,862
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>57,213</u>
FUND BALANCE	
Unreserved	5,846,754
Current Year Revenue over (under) Expenditures	(43,859)
Total Fund Balance	<u>5,802,896</u>
Total Liabilities and Fund Balance	<u>5,860,109</u>

VanGo
Revenue, Expenditures & Changes in Fund Balance-MPO
For the Three Months Ending March 31, 2021

	1st Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete
REVENUE					
Program Revenue - Fares	\$18,315	\$18,315	\$482,332	\$464,017	3.80% (1)
Sale of Vehicles	51,397	51,397	65,000	13,603	79.07% (2)
City of Fort Collins Funds			1,491,331	1,491,331	0.00%
Subtotal VanGo Revenue-All Sources	69,712	69,712	2,038,663	1,968,951	3.42%
Interest Earned	956	956		(956)	0.00%
Total Revenue- Combined Sources	70,668	70,668	2,038,663	1,967,995	3.47%
EXPENDITURES/EXPENSES					
Fleet Expense					
Fleet Insurance	22,965	22,965	125,899	102,934	18.24%
Fleet Motor Fuel & Oil	7,201	7,201	115,743	108,542	6.22% (1)
Fleet Repairs & Maintenance	19,532	19,532	151,394	131,862	12.90%
Fleet Repairs & Maintenance- Insurance Deductible	3,000	3,000	4,258	1,258	70.46% (3)
Guaranteed Ride Home			307	307	0.00%
Fleet Other	545	545	7,728	7,183	7.05%
Subtotal Fleet Expense	53,243	53,243	405,329	352,086	13.14%
VanGo Payroll	25,168	25,168	153,643	128,475	16.38%
Professional Services and Consulting	93	93	500	407	18.60%
Communications (phone/data/fax)			4	4	0.00%
Postage			6	6	0.00%
Credit Card Fees	1,013	1,013	13,437	12,424	7.54% (1)
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			77	77	0.00%
Dues, Licensing and Subscriptions	288	288	825	537	34.91%
Maintenance Contracts - Copier maintenance/usage	411	411	31,363	30,952	1.31% (4)
Bad Debt			2,000	2,000	0.00%
Rideshare Promotion	135	135	15,601	15,466	0.87%
Event/Meeting Expense			510	510	0.00%
Indirect Costs	17,358	17,358	110,699	93,341	15.68%
Travel/Conference/ Training			2,200	2,200	0.00%
Capitalized Equipment/Vehicles			320,000	320,000	0.00%
Transfer to MPO	16,818	16,818	321,033	304,215	5.24% (5)
Budget Only - Use of Rserve			661,436	661,436	0.00%
Subtotal Other Expenses	36,023	36,023	1,479,191	1,443,168	2.44%
Total Expenditures/Expenses	114,527	114,527	2,038,663	1,924,136	
Excess(Deficiency of Revenue over Expenditures)	(43,859)	(43,859)		43,859	

Explanation of Variances

- | |
|---|
| (1) Decreased participation due to COVID and remote work resulted in reduced revenue and expenses |
| (2) Vans sold at an auction in January |
| (3) More insurance claims then expected |
| (4) Remote work of VanGo staff resulted in reduced office expenses |
| (5) Delay in MMOF contracting resulted in a delay in billings which are match with VanGo funds |

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of March 31, 2020

	<i>Account</i>	<i>Balance as of March 31, 2020</i>		
<i>Institution</i>	<i>Number</i>	<i>MPO</i>	<i>VanGo</i>	<i>Total</i>
Cash				
1st National Bank	8629	\$ 501,246.64		\$ 501,246.64
1st National Bank	7343		\$ 423,331.46	\$ 423,331.46
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 501,321.64	\$ 423,331.46	\$ 924,653.10
Investments				
COLOTRUST	8001	\$ 559,639.56	\$ 4,539,615.52	\$ 5,099,255.08
Total Investments		\$ 559,639.56	\$ 4,539,615.52	\$ 5,099,255.08
Total Savings and Investments		\$ 1,060,961.20	\$ 4,962,946.98	\$ 6,023,908.18

<i>Operating Reserves</i>		<i>Capital Reserve</i>	<i>Reserved for Specific Use</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>VanGo</i>	<i>VanGO</i>	<i>MPO</i>	<i>VanGo **</i>	
				\$ 501,246.64		\$ 501,246.64
					\$ 423,331.46	\$ 423,331.46
				\$ 75.00		\$ 75.00
\$ -	\$ -	\$ -	\$ -		\$ 423,331.46	\$ 924,653.10
\$ 559,639.56	\$ 514,566.00	\$ 388,817.31	\$ 719,818.41	\$ 719,819.41	\$ 2,916,413.80	\$ 5,819,074.49
\$ 559,639.56	\$ 514,566.00	\$ 388,817.31	\$ 719,818.41	\$ 719,819.41	\$ 2,916,413.80	\$ 5,819,074.49
\$ 559,639.56	\$ 514,566.00	\$ 388,817.31	\$ 719,818.41	\$ 719,819.41	\$ 3,339,745.26	\$ 6,743,727.59

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

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of March 31,2021

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-00104	\$ 193,407
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	<u>14,125</u>
Total Highway Planning and Construction Cluster			207,532
<i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00207	2,262
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00186	<u>37,632</u>
Total Transit Services Programs Cluster			39,894
 Total U.S. Department of Transportation			 <u>247,426</u>
 Total Federal Financial Assistance			 <u>\$ 247,426</u>

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By																
July 1, 2021 Berthoud	FY2021 STBG and TA Additional Funding Allocations	AnnaRose Cunningham																
Objective/Request Action																		
To allocate additional Surface Transportation Block Grant (STBG) to partially funded and waitlisted projects and to roll additional transportation alternatives (TA) and STBG funds into the upcoming FY2024-2025 Call for Projects		<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
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																	
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
<ul style="list-style-type: none"> 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. 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
<p>The most recent additional allocation was completed in October 2020 for FY2021 STBG funds and FY2019-2021 CMAQ funds.</p> <p>The TIP Narrative identifies how additional funds are awarded for each Call for Projects.</p> <p>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.</p> <p>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. <i>Source: FY2020-2023 TIP</i></p> <p>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.</p> <p>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.</p> <p>Project descriptions for Proposed Additional Allocations:</p> <p>83rd Ave Roadway Improvements: Widen 83rd Ave from 2-lane to 4-lane between 10th St to Sheepdraw Bridge and add detached sidewalks and bike lanes.</p> <p>WCR 13 Alignment Improvements: Construct an improved alignment for WCR 13 near LCR 32E (WCR 68.5).</p>
Advantages
<ul style="list-style-type: none"> The attached proposal allocates funding to eligible projects per the applicable TIP policies.
Disadvantages
<ul style="list-style-type: none"> The proposed allocation awards FY2021 STBG funding to a project programmed in FY2023.
Analysis/Recommendation
<ul style="list-style-type: none"> At their meeting on June 16, 2021, TAC recommended Planning Council allocate the additional funding as identified in the Attachment and roll the remaining STBG and TA funds into the upcoming FY2024-2025 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.
Attachment
<ul style="list-style-type: none"> Proposed Additional Allocations based on CDOT's March 30, 2021 Reconciliation Resolution No. 2021-17

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
------------------------------------	---------------------

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
------------------------------------	---------------------

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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RESOLUTION NO. 2021-17
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING ADDITIONAL ALLOCATIONS OF FY2021 SURFACE TRANSPORTATION BLOCK GRANT (STBG)
FUNDS TO PROJECTS SELECTED IN THE 2018 CALL FOR PROJECTS AND ROLLING ADDITIONAL STBG AND
TRANSPORTATION ALTERNATIVES (TA) FUNDS INTO THE UPCOMING FY2024-2025 CALL FOR PROJECTS

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2020-2023 TIP were positive and this Resolution does not change the positive conformity findings on the FY2020-2023 TIP; and

WHEREAS, \$1,698,685 in unprogrammed FY2021 Surface Transportation Block Grant (STBG) funds shall be allocated, with:

- \$511,374 to Greeley’s *83rd Avenue Roadway Improvements* project, and
- \$1,187,311 to Fort Collins’ *WCR 13 Alignment Improvements* project; and

WHEREAS, \$2,276,057 unprogrammed STBG and \$85,264 shall be rolled into the upcoming FY2024-2025 Call for Projects; and

WHEREAS, the FY2020-2023 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by adding the additional funding as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of July 2021.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: July 1, 2021

Re: 2021 Call for Projects

Background

At the June 3, 2021 Planning Council meeting, councilmembers discussed the following proposals for an I-25 Set Aside, Bike & Ped project percentage allocation, and STBG request limits. During the discussion, Planning Council requested further input from TAC on the proposals. Staff presented the three proposals to TAC during a work session at the June 16, 2021 meeting. Feedback and recommendations from TAC are below each proposal.

I-25 Set Aside:

The Executive Committee proposed a set-aside of \$10M STBG and/or CMAQ to North I-25 Segment 5. This set aside would either be the full amount of STBG funds the NFRMPO has to award plus approximately 20 percent of the available CMAQ funds, or approximately 100 percent of the available CMAQ funds.

- **Council Discussion**

- Indicated support for setting aside the funding for North I-25 and reevaluating the need closer to the fiscal year the funds are available.
- Requested clarification from local agency staff on what projects would be unfunded if the set aside happens.
- Reevaluation of the set aside dollar amount.

- **TAC Recommendation**

- Set aside \$5M CMAQ funding from FY2025 for the North I-25 project and reassess the need closer to the funding year.

Bike & Ped Project Percentage Allocation:

The NoCo Bike and Ped Collaborative has recommended a percentage allocation of five percent STBG and/or five to 12 percent CMAQ to bicycle and pedestrian projects (which equals approximately \$400K STBG and \$500K to \$1.2M CMAQ based on current funding estimates).

- **Council Discussion**

- Requested TAC input on what the need is for additional bike and pedestrian project based on historical awards to these project types.
- Implement changes to scoring criteria to ensure bike and pedestrian projects are competitive rather than creating a percentage allocation program.



- **TAC Recommendations**

- Revise scoring criteria to allow bike and pedestrian projects to be more competitive in the upcoming call and to not create a percentage allocation program at this time.

STBG Request Limits

In recent calls the STBG pool used population-based request limits to promote regional equity; however, there have been concerns this approach is not equitable for smaller communities. Three proposals for STBG request limits have been identified and are detailed in the presentation.

- **Council Discussion**

- Expressed concerns that the minimum request limit of \$1M is too high and would be unfair to small communities.
- Eliminated Proposal C for limits based on VMT and population, and requested feedback from TAC on Proposals A and B.

- **TAC Recommendation**

- Proceed with Proposal A, which retains community level maximum for requests based on population.
- Retain existing minimum allowable project request.
- Allow for all NFRMPO member communities to apply for at least \$1M.

Action

Staff requests Planning Council discuss and evaluate the TAC feedback and recommendations to provide direction on the proposed changes for the next Call for Projects.

2021 Call for Projects

Planning Council




North Front Range
Metropolitan
Planning
Organization

July 1, 2021

1

FY2024-2025 Funding Estimates*



North Front Range
Metropolitan
Planning
Organization

Program	2024	2025	Total
CMAQ	\$5.0M	\$5.1M	\$10.1M
STBG	\$3.9M	\$3.9M	\$7.8M
TA	\$0.2M	\$0.2M	\$0.5M

*Exact funding amounts will be available closer to Call for Projects opening

[Call for Projects](#)

2

Survey Outcomes: \$10M I-25 Segment 5 Set-aside



Disadvantages

- \$10M is a fraction of funding needed for I-25
- Requires half of available funds
- Fewer projects funded
- Other needs around region not met
- Other projects could have more impact per \$
- Could induce congestion

Advantages

- Crucial
- Regional need
- Regional connectivity
- High priority project
- Continued momentum

3

[Call for Projects](#)

3

TAC Recommendations



- **I-25 Set Aside**
 - **Set aside \$5M CMAQ**
 - **Reassess set aside closer to funding year**

4

[Call for Projects](#)

4

Survey Outcomes: \$1M-\$2M Bike/Ped Percentage Allocation Program



Disadvantages

- Biases one type of project; all modes are underfunded
- Other funding sources are available for bike/ped (e.g. GOCO, SRTS, and CDOT TAP)
- Scoring criteria should be revised instead of allocation program
- May delay funding for other critical needs such as safety

Advantages

- Increases funding for important goal
- Promotes regional equity
- Promotes regional connectivity
- Enormous opportunities for bike/ped at minimal cost to traditional project types
- Increases funding for regional trails
- Bike/ped projects have longer lifetime of benefits

5

[Call for Projects](#)

5

TAC Recommendations



- **Bike & Ped Project Percentage allocation**
 - **Revise scoring criteria is to allow bike and pedestrian projects to be more competitive**
 - **Do not create a bike and ped project percentage allocation program during this call**

6

[Call for Projects](#)

6

2018 STBG Community Targets



- Community-level maximum request set based on population
- Small Community Set-Aside
- Minimum project request \$100,000

2018 STBG Community Targets			
	Community	Population-based Target	Maximum Federal Request
Small Communities	Berthoud	\$98,670	\$897,561
	Eaton	\$80,681	\$879,572
	Evans	\$319,674	\$1,118,565
	Garden City	\$3,904	\$802,796
	Johnstown	\$244,367	\$1,043,258
	LaSalle	\$33,986	\$832,877
	Milliken	\$105,467	\$904,358
	Severance	\$64,415	\$863,306
	Timnath	\$45,952	\$844,843
	Weld County	\$212,246	\$1,011,137
	Windsor	\$388,420	\$1,187,311
	Small Community Set-Aside Fund	\$798,891	
	Small Community Total	\$1,597,782	\$2,396,673
Large Communities	Fort Collins	\$2,245,432	\$2,919,061
	Greeley	\$1,441,057	\$1,873,374
	Loveland	\$1,047,305	\$1,361,496
	Larimer County	\$703,818	\$914,964
	Large Community Total	\$5,437,613	\$7,068,896
Total		\$7,035,395	\$9,465,570

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STBG Request Limit Proposals



Proposals	Advantages	Disadvantages
A: Retain population-based STBG request limits; set floor of \$1M	<ul style="list-style-type: none"> • Ensures each community can apply for a worthwhile amount of federal funds • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Does not account for level of regional connectivity provided in smaller communities
B: Set STBG request limits to 50% of pool (~\$4M)	<ul style="list-style-type: none"> • Reflects fact that larger projects could be regionally beneficial even if located in smaller communities • Increases Call competitiveness and ensures only the highest performing projects receive funds 	<ul style="list-style-type: none"> • Increases the number of unfunded applications
C: Set community-specific limits based on multiple factors such as RSC VMT and population	<ul style="list-style-type: none"> • Accounts for level of regional connectivity provided in each community • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Time and effort to develop appropriate formulas

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TAC Recommendations



- **STBG Request Limits**
 - **Proposal A**
 - **Allow for all communities to apply for at least \$1M**
 - **Retain existing minimum allowable project request**
 - **Retain community level maximum for requests based on population**

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Tentative Timeline



- **Call for Projects Opens: October 2021**
- **Applications Due: November 2021**
- **Scoring Committee: December 2021**
- **Council Discussion on Recommended Projects: January 2022**
- **Council Action on Recommended Projects: February 2022**

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Questions?



AnnaRose Cunningham
Transportation Planner I
arcunningham@nfrmpo.org
(970) 818-9497

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STAC Summary – June 11, 2021

1) CDOT Update on Current Events – Sally Chafee, CDOT

- CDOT is producing media and public education outreach to confront the state’s escalating highway safety problems.
- Staff continue to adapt its combined remote/in-person work arrangements while awaiting updated ruling from the Division of Personnel & Administration (DPA).
- The Division of Transit & Rail (DTR) has hired a new Director, Amber Blake, former Transit Director and Assistant City Manager of Durango. She will start June 28 and work remotely part of the time.

2) State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)

SB260 Discussion Summary:

- **Considerable discussion and questions centered around the role of the 10-Year Plan. As with the funds from SB1, the previous SB267 years and the earlier COVID stimulus packages, the current federal stimulus funding programmed in SB260 and the next tranche of SB267 funds will also be programmed to projects in the 10-year Plan. In order to utilize current stimulus funds quickly, staff will propose these 10-Year Plan projects for STAC and TC consideration in July. While the existing Plan remains the focus for near-term funding, STAC discussion will also ensue in the coming months on a process to update the 10-Year Plan, as is necessary.**
- **Direct funding to Local governments will not be available through HUTF until revenues begin accumulating in FY2023. Meanwhile, the Local Multimodal & Mitigation Options Fund (MMOF) and Revitalizing Main Streets (RMS) programs are front-loaded with stimulus funds, so staff will be looking at those programs’ policies to prepare for its use right away.**

Other Transportation-related Bills passed this year included the following considerations:

- Raising the maintenance project limits to \$250,000, allowing more efficiency for CDOT’s operations.
- Fixing some outdoor advertising regulations in response to a recent lawsuit.
- In HB1303, concerns measuring and limiting the global warming potential for use of certain materials used in transportation projects.
- Allowing the Office of Information Technology (OIT) to delegate authorities to CDOT, allowing more efficient management of our internal IT systems.
- HB1076 allows small carpool companies to register with CDOT instead of through the PUC and its transportation network company (TNC) regulations.
- Regulations concerning State land parcels gives local governments first right of refusal to purchase parcels intended for renewable energy and affordable housing uses.
- The Front Range passenger rail district was created.
- Additional pass-through funding is provided for DUI enforcement through the Highway Safety Department, which would have otherwise dried up and reduced enforcement statewide.
- Acquired a grant for CDOT water management in the Four Corners area to purchase a weather tower that will improve forecasting and water modeling in the region.

3) Induced Travel Demand – Erik Sabina, Manager, Information Management Branch

- Staff provided a brief on the underpinnings of the “induced demand” concept: How it works in the real world, how CDOT depicts it in the statewide travel model, and examples of it working in practice.

Discussion Summary:

- **Discussion included debate around the likelihood and the predictability of induced demand. CDOT’s travel demand model holds population growth constant, eliminating its effect on predicting induced demand based on other factors such as congestion. Denver Regional Council of Governments’ (DRCOG) model effectively**

models predicted growth using local land use plans, while North Front Range MPO's model also effectively picks up induced demand when, for example, I-25 is expanded. The point was made that leaders need to move away from the argument about Induced Demand and consider how to recover the costs to the transportation system caused by the local development that causes it.

- 4) Transportation Asset Performance Reporting – William Johnson, Performance and Asset Management Branch Manager
 - STAC was provided an overview of the revised performance reporting section of the Colorado Department of Transportation Website (www.codot.gov/performance), features within the new website sections, and new performance dashboards for major performance reporting efforts.
- 5) Other Business – Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair
 - **Various options were proposed for ongoing STAC meetings including alternating remote meetings with fully in-person meetings on a bi-monthly or quarterly basis. Members acknowledged the value and importance of meeting face-to-face at least on an occasional basis. The audio/visual challenges at headquarters continues to be an issue for effective hybrid meetings. STAC ultimately decided all members are encouraged to attend the July 9 meeting in person when they will consider adopting an alternating in-person/remote schedule.**
 - Next meeting is held in-person at CDOT Headquarters, July 9, with a remote option supported.