

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

HYBRID MEETING AGENDA

May 5, 2022

<u>In-Person Attendance Option</u> Evans Riverside Library & Cultural Center 3700 Golden Street Evans, CO 80620	<u>Virtual Attendance Option</u> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: https://bit.ly/2022NFRPC
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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 – April 7, 2022 (Page 8)

Public Hearing

- | | | |
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| 3) Air Quality Conformity for the FY2023-2026 Transportation Improvement Program (TIP) | Medora Bornhoft –Transportation & Air Quality Planner III | 6:05 |
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Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---|------|
| 4) Air Pollution Control Division (APCD) (Handout) | (Written) | |
| 5) Regional Air Quality Council (RAQC) (Handout) | Mike Silverstein – Executive Director, RAQC | 6:15 |
| 6) NFRMPO Air Quality Program Updates (Page 12) | Medora Bornhoft | 6:30 |

Metropolitan Planning Organization Agenda

REPORTS:

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|--|---|------|
| 7) Report of the Chair <ul style="list-style-type: none"> • Front Range Passenger Rail District Representative Resolution 2022-10 (Page 13) | Will Karspeck - Council Chair, Town of Berthoud | 6:35 |
| 8) Executive Director Report <ul style="list-style-type: none"> • Audit Update • Regionally Significant Corridors | Suzette Mallette - Executive Director | 6:40 |
| 9) TAC (Page 14) | (Written) | |
| 10) Mobility (Page 15) | (Written) | |
| 11) Finance (Page 21) | (Written) | |
| 12) Community Advisory Committee (CAC) (Page 24) | (Written) | |
| 13) Q1 TIP Modifications (page 25) | (Written) | |

CONSENT ITEMS: 6:45

- | | |
|---|--|
| 14) Air Quality Conformity Resolution 2022-11 (Page 45) | Medora Bornhoft |
| 15) 2022 Title VI Plan Resolution 2022-12 (Page 48) | Becky Karasko - Transportation Planning Director |



ACTION ITEMS:

16) 4 th Quarter 2021 Unaudited Financials <i>(Page 50)</i>	Michelle Edgerley – Go Figure Accounting	6:50
17) FY2023 Unified Planning Work Program (UPWP) 2022-13 <i>(Page 59)</i>	Becky Karasko	6:55
18) FY2022 Unified Planning Work Program (UPWP) Budget Amendment #2 Resolution 2022-14 <i>(Page 64)</i>	Becky Karasko	7:00
19) FY2023-2026 Transportation Improvement Program (TIP) Resolution 2022-15 <i>(Page 66)</i>	AnnaRose Cunningham - Transportation Planner II	7:05
20) MMOF Call for Projects Criteria <i>(Page 69)</i>	AnnaRose Cunningham	7:05

DISCUSSION ITEMS:

21) FY2022 Unified Planning Work Program (UPWP) Task Amendment #1 <i>(Page 71)</i>	Becky Karasko	7:20
22) FHWA PM3 System Performance Updates <i>(Page 74)</i>	AnnaRose Cunningham	7:25

COUNCIL REPORTS:

Transportation Commission	Kathleen Bracke - Transportation Commissioner	7:35
CDOT R4 Update	Heather Paddock - CDOT R4 Transportation Director	
STAC Report <i>(Page 83)</i>	(Written)	
I-25 Coalition	Scott James – Council Vice Chair, Weld County Commissioner	
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens – Larimer County Commissioner	
Host Council Member Report	Mark Clark – Mayor Pro Tem, City of Evans	7:45

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions	7:50
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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

Town of Eaton

Liz Heid, 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 and Greeley Evans Transit (GET)

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

John Mallo, Councilmember

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

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

**April 7, 2022
Hybrid Meeting**

Voting Members Present:

Will Karspeck – Chair	-Berthoud
Scott James – Vice Chair	-Weld County
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Matthew Fries	-Severance
Lanie Isbell	-Eaton
Jon Mallo	-Loveland
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Jeni Arndt	-Fort Collins
Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Dena Wojtach	-CDPHE-APCD

MPO Staff:

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

In Attendance:

Frank Baszler, Dan Betts, Richard Christy, Jim Eussen, Omar Herrera, Myron Hora, Mark Jackson, Will Jones, Dean Klingner, Katrina Klobberdanz, Dave Klockeman, Heather Paddock, Elizabeth Relford, Jan Rowe, Robin Stoneman, Paul Trombino, and James Usher

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

Public Comment:

No public comment.

Move to Approve Agenda and Minutes

Stephens **moved** to *APPROVE THE APRIL 7, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE MARCH 3, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Mallo and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft stated the judicial stay on the nonattainment designation for northern Weld County was denied which means the NFRMPO will conduct a conformity determination in 2022 for the newly designated nonattainment area. Bornhoft provided updates on the Policy Directive for implementing the Greenhouse Gas (GHG) Rule and noted Air Quality Awareness Week is occurring May 2-May 6, 2022.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck recognized the service of Isbell. The Planning Council is required to have a transit representative; Olson volunteered to serve.

Executive Director Report

Mallette provided legislative updates, noted the NFRMPO will conduct in-person outreach this summer, stated efforts on the Transportation Demand Management (TDM) Plan have begun, and explained the Federal Certification process is underway and a survey from FHWA and FTA on regional transportation planning in the North Front Range is available through May 31, 2022 at <https://docs.google.com/forms/d/e/1FAIpQLSdFJ46AtUeD57jqOFxoCNLS058pIVweQSLzELy6Rp40wBZaAg/viewform>.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

PRESENTATION:

CDOT Region 4 10-Year List of Projects – Heather Paddock, Region 4 Transportation Director, identified three reasons for updating the 10-Year Plan and the funding sources included in the planning totals. The Plan includes an average of \$325M per year for the next four years, FY23-26. Region 4 anticipates receiving 23.87 percent based on the regional equity target. The Plan must comply with the GHG Rule. If the submitted Plan does not comply, mitigation measures will be explored to achieve compliance. If compliance is still not achieved, the project list could be revamped.

Year 4 projects from the original 10-Year Plan still need to be delivered, with five projects in Region 4 and a balance of \$14M that will be rolling into the next four years of projects. The original Plan did not have specific funding sources identified for the out years and had a planning total of \$730M for Region 4 in years 5-10. The updated Plan's planning total is based on actual funding sources and identifies \$321M for Region 4 in years 5-8, which will comprise the next four years.

A range of considerations informed Region 4's project recommendation. The recommendation uses the RPP formula to split funding among the four TPRs and provides \$80M to the NFR region for years 5-8 across five projects. North I-25 Segment 5 would receive \$95.2M pulled from NFR, DRCOG and UFR shares, which is short of the total project cost of \$350M. Paddock identified options for securing additional funding for the project, such as discretionary grants and innovative financing through HPTE, now known as the Colorado Transportation Investment Office (CTIO). The Roadis Phase 2 proposal will be submitted in mid-May. CDOT will not apply for MEGA or INFRA grants for North I-25 during the current grant rounds but could apply in future rounds. The \$2.7M for Bustang Service in Region 4 would fund additional fleet to increase service.

Next steps include the Region 4 TPR Chair/STAC Rep/Transportation Commission (TC) Rep meeting on April 28, GHG compliance model runs in May and June, submission of the draft list of projects to TC in June, and STAC/TC approval in July. Paddock addressed questions on the impact of inflation, which could be addressed by optimizing design or securing additional funding, and the likelihood of achieving the required GHG reductions, which Paddock thinks is likely based on the benefits of the recommended projects.

CONSENT ITEM:

FY2022 CMAQ and TA Funding Allocations

Stephens **moved** to *APPROVE THE CONSENT AGENDA RESOLUTION NO. 2022-07*. The motion was **seconded** by Isbell and **passed** unanimously.

ACTION ITEMS:

March 2022 TIP Amendment

Cunningham described the March 2022 TIP Amendment which includes three requests from the approved 2021 Call for Projects and a request from Loveland to add the *Transit Center Construction* project. TAC recommended Planning Council approve the Amendment. Cunningham addressed a question on the *Poudre Trail Wayfinding* project, explaining the project will provide signage along the Poudre Trail and was awarded during the 2021 Call for Projects. Regarding a question on the environmental justice analysis for the transit center project, Cunningham explained the project does not improve air quality or decrease travel time because there is no additional transit service being added with the project.

Stephens **moved** to approve the RESOLUTION NO. 2022-08 *APPROVING THE MARCH 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Mallo and **passed** unanimously.

Off-Cycle March 2022 TIP Amendment

Cunningham described the off-cycle March 2022 TIP Amendment, which encompasses the MMOF set asides. The Amendment is being processed on an accelerated timeline to allow MMOF contracting to proceed. The Amendment has not been considered by TAC but was reviewed by the Finance Committee.

Olson **moved** to approve the RESOLUTION NO. 2022-09 *APPROVING THE OFF-CYCLE MARCH 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Stephens and **passed** unanimously.

DISCUSSION ITEMS:

FY2023 Unified Planning Work Program (UPWP) Tasks – Karasko explained the UPWP, originally adopted in May 2021, had two years of tasks and one year of budget. Seven tasks are being updated for FY2023 to change the intent of the task and/or deliverables. The FY2023 budget is being reviewed by the Finance Committee and the tasks and budget for FY2023 will be an Action item at the May Planning Council meeting.

2022 Title VI Plan – Karasko noted the NFRMPO's Title VI Plan must be updated every three years and described the updates to the Plan. The previous update, completed in 2019, was more extensive due to the need to meet additional FHWA requirements, whereas this update was more streamlined. The *2022 Title VI Plan* will be an Action item at the May Planning Council meeting.

FY2023-2026 Transportation Improvement Program (TIP) – Cunningham explained the NFRMPO updates the TIP annually, the same frequency CDOT uses to update the Statewide TIP (STIP). She described which projects are included in the TIP, the project roll forward process, and minor revisions to the TIP policies and procedures in the narrative. An online interactive map of location-specific projects awarded by the NFRMPO is available. The 30-day public comment period for the TIP and the associated air quality conformity determination will conclude on April 30, 2022. Based on the FHWA Certification review a few minor revisions will be made to the TIP narrative. The FY2023-2026 TIP will be an Action item at the May Planning Council meeting.

MMOF Call for Projects Criteria – Cunningham explained the Multimodal Transportation and Mitigation Options Fund (MMOF) goals, Call timeline, available funding, and MMOF set asides. The NFRMPO has \$9.8M in FY22 and FY23 MMOF available to allocate after accounting for the \$5.6M in MMOF set asides. The FY22 funds are Federal American Rescue Plan Act (ARPA) funds and the FY23 funds are State funds, with the two funding sources having different expiration deadlines, requirements, and GHG restriction risks. MMOF funding levels in FY24 and beyond drop substantially to \$400K - \$1.5M per year and are comprised solely of State funds.

Cunningham described the role of GHG emission reductions in the MMOF Call. The proposed MMOF criteria identify two categories of projects: Category A for projects that quantifiably reduce GHG emissions and Category B for projects that do not. The proposal directs at least three quarters of the MMOF funding to projects that reduce GHG emissions. Projects would be scored on five to six scoring criteria, with the sixth criterion on GHG emissions reductions only be used for Category A projects.

The proposal uses the minimum request sizes set by CDOT. The MMOF program has a 50 percent match requirement from any funding source other than MMOF. Three communities have lower match reduction requirements as approved by TC and there is a process for other communities to request lower match rates.

Olson asked why the State MMOF drops from \$7M in FY2023 to \$400K in FY2024. Cunningham explained the State frontloaded the MMOF program, which is why the funding levels are lower in FY2024 and beyond. Olson asked how the split of 75 percent for Category A and 25 percent for Category B was determined. Cunningham explained the NFRMPO staff recommendation is to use those percentages to help the NFRMPO meet the new State GHG requirements.

Olson noted projects in smaller communities may provide less GHG emissions benefit and suggested moving more funds to the Call for Projects for small communities while preserving the GHG benefits of MMOF projects. Cunningham noted the high match requirement in MMOF of 50 percent for most communities means the \$5M swap from CMAQ to MMOF for I-25 frees up funds with a lower match requirement, which may benefit smaller communities.

Stephens asked if the scoring addresses how new transit route operations will be funded after the MMOF grant. Cunningham stated identifying ongoing operations revenue sources is not required in the criteria; however, integration with local plans is one of the scoring criteria. Additionally, future year MMOF funding estimates are provided so applicants can consider availability of future funding for projects with ongoing operations costs. Mallette noted CMAQ provides only three to five years of operations funding for new transit service. Council members recommended requiring applicants to provide a funding plan for ongoing operations costs in the application and limiting operations funding to two years.

The MMOF Call criteria will be an Action item at the May Planning Council meeting and the Call is scheduled to open on May 6, 2022.

COUNCIL REPORTS:

Transportation Commission – Bracke recognized CDOT staff for hosting the tour of North I-25. The 10-Year Plan work is ongoing. The TC is continuing work on the GHG Policy Directive, which will encompass the detail that was slated for a Procedural Directive. The new approach to the GHG Policy Directive was based on public input and will provide more accountability.

CDOT R4 Update – No update.

STAC Report – A written report was provided.

US34 Coalition – Mallette noted the meeting included a presentation from Alex Gordon on the Premium Transit Analysis, now known as LinkNoCo, which addresses the US34 corridor. The Coalition also received a presentation on the US34 Traffic Incident Management Communications Plan.

I-25 Coalition – No update.

Host Council Member Report – Fries reported the design was submitted on Severance's MMOF-funded project to complete the bike/bed connection through town to the Great Western Trail. An RFP has been released for a traffic signal or roundabout at CR19 and CR74. Severance is partnering with CDOT on a traffic signal at SH392 and CR23 with completion expected in May 2024.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions
None.

The meeting was adjourned at 7:50 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: May 5, 2022

Re: NFRMPO Air Quality Program Updates

Background

EPA's Ozone Reclassification Proposal

On April 13, the EPA announced a proposal to reclassify the Denver Metro/North Front Range (DM/NFR) ozone Nonattainment Area for the 2008 ozone standard of 75 parts per billion (ppb) and the 2015 ozone standard of 70 ppb. Currently, the DM/NFR is classified as Serious for the 2008 standard and Marginal for the 2015 standard. Due to failure to attain the ozone standards by the deadlines set in the Clean Air Act, the EPA is proposing to downgrade the DM/NFR to classifications of Severe for the 2008 standard and Moderate for the 2015 standard. The reclassifications are expected to take effect in fall 2022. Regarding impacts to transportation, the proposed reclassifications require the State to set new motor vehicle emissions budgets (MVEBs). NFRMPO staff have participated in developing a proposal for new budgets for incorporation into the State Implementation Plan (SIP).

GHG Transportation Budgets

In April, the Transportation Commission (TC) discussed the Policy Directive for the GHG Pollution Standard, including the Appendix identifying approved Mitigation Measures and their GHG emissions impacts. The TC is scheduled to adopt the Policy Directive on May 19, 2022. NFRMPO staff continue to participate in the State Interagency Consultation Team (IACT) and the modeling working group convened by CDOT to provide feedback on the Policy Directive and other guidelines for implementing the GHG Pollution Standard.

NFRMPO staff continue to work on identifying GHG strategies within the region and preparing for the 2045 RTP Update scheduled for adoption by Planning Council on September 1, 2022.

Action

NFRMPO staff invites Planning Council member feedback on the NFRMPO Air Quality Program.

RESOLUTION NO. 2022-10
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF
DIRECTORS

WHEREAS, Colorado Senate Bill (SB) 21-238 requires two representatives from the North Front Range Metropolitan Planning Organization (NFRMPO) to serve on the new Front Range Passenger Rail District; and

WHEREAS, the Front Range Passenger Rail District area includes the entirety of the NFRMPO; and

WHEREAS, the Directors appointed to the Board must be elected officials representing the NFRMPO; and

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby recommends Mayor William Karspeck of the Town of Berthoud and Johnny Olson of the City of Greeley to serve as Directors on the Front Range Passenger Rail District representing the NFRMPO.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
April 20, 2022**

APPROVAL OF THE MARCH 16, 2022 TAC MINUTES

Klockeman moved to approve the March 16, 2022 TAC minutes. Buckman seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Ferko stated RAQC is hosting a modeling forum on May 18, 2022. Bornhoft stated the EPA proposed reclassifying the region’s designations for the two ozone standards, which will be effective later this year. Bornhoft stated the NFRMPO is required to include northern Weld County in a conformity determination in 2022. Bornhoft stated the Greenhouse Gas Reduction Policy Directive is being discussed by the Transportation Commission at their April 2022 meeting.

ACTION ITEMS

FY2023 Unified Planning Work Program (UPWP) Tasks – Baxter moved to recommend Planning Council approve the FY2023 Unified Planning Work Program tasks. Relford seconded the motion, which was approved unanimously.

FY2023-2026 Transportation Improvement Program (TIP) – Cunningham highlighted updates to the TIP based on TAC, Planning Council, and Federal Certification recommendations. Buckman moved to recommend Planning Council approve the FY2023-2026 TIP. Baxter seconded the motion, which was approved unanimously.

MMOF Call for Projects Criteria – Cunningham reviewed changes to the MMOF guidelines based on Planning Council feedback from their April 7, 2022 meeting. A project applicant workshop is scheduled for May 9, 2022 to discuss potential projects, available data, and specifics about filling out the application and worksheets. Klockeman moved to recommend Planning Council approve the MMOF Call for Projects Criteria. Herrera seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

FY2022 Unified Planning Work Program (UPWP) Task Amendment #1 – Karasko stated NFRMPO staff drafted a budget-neutral task for FY2022 for the regional Transportation Demand Management (TDM) program.

Regionally Significant Corridors (RSC) 2050 RTP Update – Gordon reviewed the definition for Regionally Significant Corridors (RSCs). TAC discussed the O Street/Crossroads Boulevard corridor. Baxter requested including the 4th Street Corridor because it travels through two communities and connects to an activity center. Relford recommended including US85 as a Regional Transit Corridor. Gordon stated he will send out an updated set of Regional Corridors to get feedback prior to the May 18, 2022 TAC meeting.

2021 Call for Projects Follow Up – Cunningham reviewed the responses received from the survey asking for feedback on the 2021 Call for Projects and how the NFRMPO can improve future Calls for Projects. TAC will continue the discussion about letters of support, applicants scoring their own projects, and improvements to the worksheets.

FHWA PM3 System Performance Updates – Cunningham stated the NFRMPO must set targets for two new performance measures within the Fort Collins Transportation Management Area (TMA) in conjunction with CDOT: Non-SOV Travel and Peak Hour Excessive Delay (PHED). TAC recommended moving forward with the current trend scenario for non-SOV Travel and the upper threshold for PHED target setting.



Connecting You & Northern Colorado: Mobility Newsletter

Visit our Website

In this Issue:

- NFRMPO Call for Projects: MMOF & Recently Awarded Projects
- Envision & NFRMPO Expand Relationship
- Spanish Translation of RideNoCo
- DriveNoCo
- Via Pilot in Southwestern Weld County
- Engagement Opportunities
- Get Involved: Calendar, Meeting Details

Read on for the latest mobility updates in Northern Colorado.

NFRMPO Call for Projects: MMOF & Recently Awarded Projects

Upcoming MMOF Call for Projects

The next round of MMOF funding has a goal to make transportation more widely available to older adults, people with disabilities, and rural communities. The NFRMPO has a total of \$9,857,986 in Federal (FY2022) and State (FY2023) Multimodal Transportation and Mitigation Options Fund (MMOF) funding to award. Shovel-ready projects will be prioritized for federal funding. The primary goals of this funding source include:

- Benefitting seniors by making aging in place more feasible;
- Benefitting residents of communities in rural and disproportionately impacted communities by providing them more accessible and flexible public transportation services;
- Providing enhanced mobility for persons with disabilities;
- Providing safe routes to school for children;
- Increasing access to and/or usage of transit or multi-use facilities; and
- Reducing emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to environmental effects.

A complete memorandum regarding the MMOF Call for Projects can be found on pages 32-33 of the [March 2022 Planning Council Packet](#) including a timeline for the call for projects. Please direct questions to AnnaRose Cunningham at acunningham@nfrmpo.org.

The NFRMPO recently awarded the following projects through the Congestion Mitigation & Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) funding sources:

CMAQ

- Greeley - 35th Ave Adaptive Signal Control Technology
- Fort Collins - Mulberry Street Traffic Signal Synchronization
- Loveland - US287 Signal Coordination Improvements
- Fort Collins - On Route Battery Electric Bus Chargers
- Loveland - COLT Bus Replacement/Expansion

STBG

- Fort Collins - College & Trilby Intersection Improvements
- Windsor - Eastman Park Ultimate Intersection & RR Crossing Improvement
- Weld - WCR 13 (LCR1) and WCR 54 (LCR 18) Roundabout
- Loveland - US 34 Eastbound Widening Construction
- Evans - 37th Street Widening Phase 3

TA

- Windsor - Poudre Trail Wayfinding I-25 to Island Grove Park
- Loveland - Willow Bend Trail

Some applications were waitlisted in the event of additional funding becoming available. A full summary of recent CMAQ, STBG, and TA awards can be found on pages 23-24 of the [March 2022 Planning Council packet](#).

Envision & NFRMPO Expand Relationship

Beginning in January 2022, the NFRMPO has expanded its' funding support for [Envision Creative Support for People with Developmental Disabilities](#). Following the delivery of a MPO-supported wheelchair accessible van in January 2021, the MPO now provides support for all of Envision's transportation services for people supported by reimbursing Envision for a portion of all rides completed by the organization. This support assists Envision with more effectively and efficiently meet the mobility needs of people they support, and in turn increases access to the broader community and region.



Envision's Executive Director Celeste Ewert shared: "I'm sure that many of you who are reading this understand that providing transportation services is extremely costly, and with the increase in gas, maintenance and other expenses it's only more challenging. Prior to this grant, Envision was losing about \$120,000/year in providing this critical service to people. Thanks to the collaborative effort with the NFRMPO, this grant significantly contributes to our ability to continue providing transportation. We are very grateful to have been awarded this very generous grant!"

If interested in learning more about ways the NFRMPO can potentially support your organization's transportation activities, please reach out to Cory Schmitt at cschmitt@nfrmpo.org.

RideNoCo: Ahora en Español!

The [RideNoCo website](#), [Rider's Guides](#), and call center (970-514-3636) are now all available in Spanish! The Rider's Guide and website were translated by a local translator.

Conectándose con el norte de Colorado

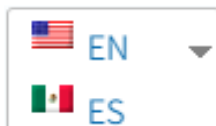
RideNoCo es un centro de información sobre las opciones de transporte en la región del norte de Colorado y más allá.

Para obtener ayuda personalizada y encontrar las mejores opciones de movilidad según sus necesidades, comuníquese con un especialista en movilidad de lunes a viernes entre las 8:00 am y las 5:00 pm, llamando al (970) 514-3636 o escribiendo a mobility@nfrmpo.org.

Encuentre la opción de movilidad adecuada para usted.



To access the locally-translated version of the website, move your cursor over the "EN" box in the top right corner of the website. Click the "ES" option.



Additionally, the RideNoCo website utilizes an automatic google translation tool to translate the site into more than 100 languages. This tool can be accessed by scrolling to the bottom of the website and clicking the "Select Language" toggle.

Select Language	Bulgarian	Esperanto	Haitian Creole	Italian	Latin	Mongolian	Russian	Spanish	Ukrainian
Afrikaans	Catalan	Estonian	Hausa	Japanese	Latvian	Myanmar (Burmese)	Samoan	Sundanese	Urdu
Albanian	Cebuano	Filipino	Hawaiian	Javanese	Lithuanian	Nepali	Scots Gaelic	Swahili	Uyghur
Amharic	Chichewa	Finnish	Hebrew	Kannada	Luxembourgish	Norwegian	Serbian	Swedish	Uzbek
Arabic	Chinese (Simplified)	French	Hindi	Kazakh	Macedonian	Odia (Oriya)	Sesotho	Tajik	Vietnamese
Armenian	Chinese (Traditional)	Frisian	Hmong	Khmer	Malagasy	Pashto	Shona	Tamil	Welsh
Azerbaijani	Corsican	Galician	Hungarian	Kinyarwanda	Malay	Persian	Sindhi	Tatar	Xhosa
Basque	Croatian	Georgian	Icelandic	Korean	Malayalam	Polish	Sinhala	Telugu	Yiddish
Belarusian	Czech	German	Igbo	Kurdish (Kurmanji)	Maltese	Portuguese	Slovak	Thai	Yoruba
Bengali	Danish	Greek	Indonesian	Kyrgyz	Maori	Punjabi	Slovenian	Turkish	Zulu
Bosnian	Dutch	Gujarati	Irish	Lao	Marathi	Romanian	Somali	Turkmen	

Select Language

In addition to being able to assist callers in Spanish, RideNoCo can also provide assistance in 200+ languages through a partnership with LanguageLink.

Please email mobility@nfrmpo.org to request Spanish Rider's Guides.

DriveNoCo



**DRIVE
NOCO**

Are you a driver looking for a new employment opportunity? Or maybe a community member eager to help a neighbor in need? DriveNoCo is your resource to find paid and volunteer driving opportunities in Northern Colorado. Serve your community by helping people get where they want and need to go!

Transportation Providers: DriveNoCo wants to recognize the hard work of your drivers! Please submit a nomination for the "Driver of the Quarter" to be featured in our next newsletter! Submit your nominations to hjohnson@nfrmpo.org by June 1, 2022.

[60+Ride](#)

[RAFT](#)

[SAINT](#)

[Via Mobility Volunteers](#)

Paid Driving Opportunities:

GET: [Part Time](#) & [3/4 Time](#)

[Heart&Soul](#)

[Transfort](#)

[zTrip](#)

[Via Mobility Services](#)

Via Pilot in Southern Weld County Concludes



In 2021, Via Mobility Services and the NFRMPO partnered to bring a new transportation option to rural communities in southwestern Weld County on a pilot basis at no charge to riders. This pilot service was supported by Federal Transit Administration (FTA) Section 5311 funds that support rural public transportation. The pilot ran from August 2021 through the end of February 2022.

During the duration of this pilot, Via provided 461 trips and registered 74 riders across 11 communities. 42% of trips transported riders to health-related services and 70% of riders were aged 60 or older.

Due to the wide success of this pilot, the NFRMPO, Via, and other partners are currently working to secure funds to continue the service beyond March. For more details about the Via Pilot Service, [please click here](#).

Engagement Opportunities

FC Moves seeks [community feedback](#) on their draft bikeway network and programming recommendations for the [Fort Collins Active Modes Plan](#).

Bring RideNoCo to your Organization



With the RideNoCo website and call center launched, the NFRMPO Mobility Team would love to meet with your agency and clients to share how RideNoCo can be a resource and partner in helping people meet their mobility needs in the region.

Please reach out to RideNoCo at mobility@nfrmpo.org or (970) 514-3636 if you would like NFRMPO staff to meet with your organization or provide outreach materials.

Get Involved with NFRMPO



North Front Range
Metropolitan
Planning
Organization

See what's happening at the NFRMPO and join us virtually at one of our upcoming events or meetings. For a comprehensive and up to date calendar of events, visit <https://nfrmpo.org/calendar>, and to download meeting materials, visit <https://nfrmpo.org/meeting-materials>.

Due to the current circumstances regarding COVID-19 many meetings are being conducted virtually or a hybrid of virtual and in-person. Please check our [Events Calendar](#) for the most up to date information.

Upcoming Mobility Meetings

Mobility and Access Priority Group (MAPG) (formerly the Senior Transportation Coalition) meets the first Thursday every other month (April and June) at 1:30 p.m. Meetings are currently being held virtually.

Joint Mobility Committee (LCMC & WCMC) does not meet in Quarter 2. The next Joint Mobility Meeting will be October 25th, 2022.

Larimer County Mobility Committee (LCMC) meets the third Thursday every other month (May) at 1:30 p.m. Meetings are currently being held in a hybrid format.

Weld County Mobility Committee

(WCMC) meets the fourth Tuesday every other month (April and June) at 1:30 p.m. Meetings are currently being held in a hybrid format.

April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



LCMC



WCMC



MAPG



Joint Mobility





Date: May 5, 2022

To: NFRMPO Council

From: Suzette Mallette, Executive Director

Re: Finance Committee Meeting

The Finance Committee met on April 21, 2022, via Teams. The Committee approved the following items:

- March Finance Committee Minutes
- Q4 2021 Unaudited Financial Statement
- Draft FY 2023 Budget

The Committee also received a report on the 2021 Audit that is on schedule to present to the Finance Committee at the May 19th meeting and Council in June. The entirety of the May Finance meeting will be dedicated to the audit.

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

April 21, 2022
3:00 p.m.
Microsoft Teams

Members	Staff
Scott James	Suzette Mallette
Johnny Olson	Michelle Edgerley
Mark Clark	Cory Schmitt
Kristin Stephens	Ryan Kemp
	Barbara Bills

The meeting was called to order by James at 3:01 p.m.

Approval of Minutes:

Olson made the motion to approve the March 24, 2022, meeting minutes, and James seconded.

Q4 Unaudited Financial Statements:

Before Edgerley began the discussion, Mallette introduced the Go Figure staff.

Edgerley, focused on the variances on the MPO Statement of Revenue, Expenditures and Changes in Fund Balance as these tied back to other items in the packet. Edgerley reviewed the reasons behind the larger variances: delays in contracting and billing; expenses budgeted to one account but billed to another; and large tasks that were delayed due to COVID like the Household Travel Survey (Mallette).

Edgerley also discussed the variances for VanGo which she noted were not as many as for the MPO.

FY 2023 Budget Review:

Mallette reviewed the draft budget. There is an \$800,000 increase in the total UPWP budget to \$2,959,941, but the local match would decrease by about \$131,531 to approximately \$770,000. Reasons for this increase were due to the following with most of these items using Fort Collins Exchange funds for match that does not affect the local match distribution:

- Dispatch software \$240,000 – Task 4.5
- Data for Model \$100,000 - Task 2.3
- TDM/TMO \$150,000 – Task 4.6
- Link NoCo \$250,000 – Task 2.6
- New Server \$50,000
- Assumed 6% inflation

The review of the VanGo budget covered the operations of the service, marketing, and the purchase of 10 new vehicles. Stephens had questions concerning ridership percentages and promotion. Mallette explained that ridership is down due to Covid but is starting to increase as more businesses are returning to work and restrictions are lifted. Also, the spike in gas prices has increased interest in the program.

Promotion is done through outreach events which have been cancelled the last two years but are taking place this summer and looking at stickers on gas pumps to promote the service.

Update on Audit Schedule:

The 2021 audit is on schedule to be finalized this week reported Mallette. It was decided that it would be presented at the May Finance Committee Meeting as the only agenda item.

The meeting was adjourned at 3:36 p.m.

Subsequent to the meeting: Staff failed to ask for approval of the Unaudited Financial statement and the draft budget. An email vote was held and obtained those approvals on April 22, 2022.

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

April 14, 2022

Attendees: Cliff Moore, Gary Strome, Doran Azari, Ruthie Rollins, Diego Lopez

Staff: Alex Gordon, AnnaRose Cunningham

Online Interactive Maps

Cunningham reviewed draft interactive maps, including the TIP Project Map, Hazard Reporter Tool, and the Transportation Hazard Dashboard. The group discussed that the TIP Project Map provides information that can be referenced in the TIP document by searching for the TIP Project ID. The Transportation Hazard Reporter Tool is meant to allow bicyclists and pedestrians to provide potential issues that can be addressed without a crash. The group discussed that the Transportation Hazard Reporter Tool should be used by residents, and Cunningham clarified the information will be shared with local communities to address. The group also discussed adding “time” as an input, whether construction was occurring, and being specific about what kind of transportation is appropriate to report.

Summer Outreach

Cunningham reviewed the outreach events NFRMPO staff plan to attend this summer. Gordon requested input on how to discuss the NFRMPO at these town festivals. The group discussed giving context to who the NFRMPO reports to, how the NFRMPO fits into people’s lives, and how people become involved in the planning process. The group also discussed the Transportation Hazard Tool being a good conversation starter. Rollins recommended reaching out to other agencies like Northern Water, which also must explain their purpose and what they do. The group recommended going to City Council meetings occasionally to explain who the NFRMPO is and give occasional updates. The group also recommended reaching out to school districts to get youth involved. Magnets, bike lights, and maps of trails were recommended as giveaways.

FHWA Certification Survey

Cunningham explained the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) process to certify the NFRMPO. A survey will be open through May 4, 2022 and is available on the NFRMPO website.

Next meeting topics: One-Year CAC Review

The meeting adjourned at 7:00 p.m. The next meeting date will be May 12, 2022.

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M1

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 1/11/2022

Strategic

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	5,000	-	9,006	5,994	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	-	-	-	1,500	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	10,216	5,994	-	-	27,952	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each direction from SH56 to SH402.	State	ITM	1,300	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	9,006	5,994	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	-	-	-	1,500	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	12,250	5,994	-	-	29,986	-

Revision: Adding \$2,034K CMAQ Funding in FY22 based on Planning Council Resolution #2021-22 (being matched with FASTER Safety already programed).

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M1.2 - Revised

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 1/28/2022

PREVIOUS ENTRY

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.047	Federal	PNF	-	2,695	-	-	-	-	2,695	-
TIP ID:	2020-010	Local	L	-	-	-	-	-	-	0	-
Type:	Widening	Local	LOM	2,273	1,033	-	-	-	-	1,033	-
Air Quality:	Included in conformity analysis		Total	2,273	3,728	-	-	-	-	3,728	-
Description:	4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).										

REVISED ENTRY

Title:	Timberline Road Corridor Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.047	Federal	PNF	-	2,695	-	-	-	-	2,695	-
TIP ID:	2020-010	Local	L	-	-	983	-	-	-	983	-
Type:	Widening	Local	LOM	2,273	1,033	-	-	-	-	1,033	-
Air Quality:	Included in conformity analysis		Total	2,273	3,728	983	-	-	-	4,711	-
Description:	4-lane arterial (intersection improvements, multi-modal accommodations, raised medians, access control, and pavement improvements).										
Revision:	Increasing Local Overmatch by adding \$983K in FY22.										

PREVIOUS ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY22 Rolled	FY 22	FY23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	-	-	1,438	-	-	-	1,438	
STIP ID:	SR46000	State	SMS	-	-	3,081	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	-	1,080	-	-	-	1,080	-
Type:	Operations		Total	-	-	5,599	-	-	-	5,599	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	STIP ID		Title								
	SR47007.017		Berthoud Parkway Trail Gap Elimination								
	SR46000.001		Center Bikeway Improvements - CSU								
	SR47020.037		Laporte Ave Improvements - Fishback to Sunset								
	SR46000.002		16th Street Corridor Improvements								

REVISED ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY22 Rolled	FY 22	FY23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	-	-	1,438	-	-	-	1,438	
STIP ID:	SR46000	State	SMS	-	-	3,081	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	-	1,080	-	-	-	1,080	-
Type:	Operations		Total	-	-	5,599	-	-	-	5,599	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	STIP ID		Title								
	SR46000.003		North Berthoud Pkwy Trail Closure								
	SR46000.001		Center Bikeway Improvements - CSU								
	SR47020.037		Laporte Ave Improvements - Fishback to Sunset								
	SR46000.002		16th Street Corridor Improvements								
Revision:	Correcting Town of Berthoud project information by replacing <i>Berthoud Parkway Trail Gap Elimination</i> (SR47007.017) with <i>North Berthoud Pkwy Trail Closure</i> (SR46000.003). No change to pool total.										

PREVIOUS ENTRY

Title:	NFRMPO Mobility Management	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	NFRMPO	Federal	FTA 5310	118	-	27	27	27	27	108	-
STIP ID:	SST6732.007	Local	L	31	-	7	7	7	7	28	-
TIP ID:	2016-030		Total	149	-	34	34	34	34	136	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Capitalized operating of the Mobility Management Program										

REVISED ENTRY

Title:	NFRMPO Mobility Management	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	NFRMPO	Federal	FTA 5310	118	-	115	27	27	27	196	-
STIP ID:	SST6732.007	Local	L	31	-	29	7	7	7	50	-
TIP ID:	2016-030		Total	149	-	144	34	34	34	246	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Capitalized operating of the Mobility Management Program										
Revision:	Adding \$110K Total (\$88K Federal/\$22K Local) in FY22.										

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 2/16/2022

Strategic

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	9,006	5,994	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	-	-	-	1,500	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	12,250	5,994	-	-	29,986	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	9,006	6,080	-	-	15,086	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	86	-	-	1,586	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	12,250	6,166	-	-	30,158	-

Revision: Adding \$172K (\$86K FASTER/\$86K Local) in FY23.

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

Title:	WCR 13 Alignment Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,187	-	-	1,187	-
STIP ID:	SNF5788.056	Local	L	-	-	247	-	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	216	1,428	-	-	1,645	-
Type:	Modify & Reconstruct		Total	-	-	463	2,616	-	-	3,079	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construct new alignment of WCR 13 near LCR 32E (WCR 68.5)										

REVISED ENTRY

Title:	WCR 13 Alignment Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,187	-	-	1,187	-
STIP ID:	SNF5788.056	Local	L	-	-	-	247	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	-	1,645	-	-	1,645	-
Type:	Modify & Reconstruct		Total	-	-	-	3,079	-	-	3,079	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construct new alignment of WCR 13 near LCR 32E (WCR 68.5)										
Revision:	Rolling FY22 L and LOM funds into FY23. No change to total funding.										

FTA 5307 - Urbanized Area Formula Program**PREVIOUS ENTRY**

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	2,200	-	2,200	2,200	2,200	2,200	8,800	-
STIP ID:	SST6741.101	Local	L	1,900	-	2,200	2,200	2,200	2,200	8,800	-
TIP ID:	2017-037		Total	4,100	-	4,400	4,400	4,400	4,400	17,600	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Transfort Fixed Route Operations including Transit Planning, Design, and Capital.										

REVISED ENTRY

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	2,200	-	2,200	2,200	2,200	2,200	8,800	-
STIP ID:	SST6741.101	Local	L	1,900	-	1,900	2,200	2,200	2,200	8,500	-
TIP ID:	2017-037		Total	4,100	-	4,100	4,400	4,400	4,400	17,300	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Transfort Fixed Route Operations including Transit Planning, Design, and Capital.										
Revision:	Updating funding in FY22 based on current estimates.										

PREVIOUS ENTRY

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	336	-	400	400	400	400	1,600	-
STIP ID:	SST6741.086	Local	L	505	-	600	600	600	600	2,400	-
TIP ID:	2017-039		Total	841	-	1,000	1,000	1,000	1,000	4,000	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Provision of contracted demand response paratransit services for the Transfort service area.										

REVISED ENTRY

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	336	-	336	400	400	400	1,536	-
STIP ID:	SST6741.086	Local	L	505	-	505	600	600	600	2,305	-
TIP ID:	2017-039		Total	841	-	841	1,000	1,000	1,000	3,841	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Provision of contracted demand response paratransit services for the Transfort service area.										
Revision:	Updating funding in FY22 based on current estimates.										

PREVIOUS ENTRY

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	1,124	-	1,090	1,090	1,090	1,090	4,360	-
STIP ID:	SST6741.111	Local	L	281	-	272	272	272	272	1,088	-
TIP ID:	2017-038		Total	1,405	-	1,362	1,362	1,362	1,362	5,448	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										

REVISED ENTRY

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5307	1,124	-	1,103	1,090	1,090	1,090	4,373	-
STIP ID:	SST6741.111	Local	L	281	-	276	272	272	272	1,092	-
TIP ID:	2017-038		Total	1,405	-	1,379	1,362	1,362	1,362	5,465	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.										
Revision:	Updating funding in FY22 based on current estimates.										

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

PREVIOUS ENTRY

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5310	238	-	245	250	255	260	1,010	-
STIP ID:	SST6731.024	Local	L	59	-	61	63	64	65	253	-
TIP ID:	2017-041		Total	297	-	306	313	319	325	1,263	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.										

REVISED ENTRY

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5310	238	-	238	250	255	260	1,003	-
STIP ID:	SST6731.024	Local	L	59	-	59	63	64	65	251	-
TIP ID:	2017-041		Total	297	-	297	313	319	325	1,254	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.										
Revision:	Updating funding in FY22 based on current estimates.										

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M2.2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 2/22/2022

NFRMPO Transportation Alternatives (TA)

PREVIOUS ENTRY

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	-	271	269	-	-	541	-
STIP ID:	SNF5095.005	Local	L	-	-	98	160	-	-	258	-
TIP ID:	2022-001		Total	-	-	369	430	-	-	799	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257										

REVISED ENTRY

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	-	271	273	-	-	544	-
STIP ID:	SNF5095.005	Local	L	-	-	98	160	-	-	258	-
TIP ID:	2022-001		Total	-	-	369	433	-	-	802	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257										
Revision:	Reversing #2021-M6 which erroneously removed \$3K Federal funding in FY23.										

Congestion Mitigation & Air Quality (CMAQ)**PREVIOUS ENTRY**

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	726	1,076	-	-	-	-	1,076	-
STIP ID:	SST7007.011	Local	L	150	224	-	-	-	-	224	-
TIP ID:	2018-001		Total	876	1,300	-	-	-	-	1,300	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.										

REVISED ENTRY

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	726	1,076	120	-	-	-	1,196	-
STIP ID:	SST7007.011	Local	L	150	224	25	-	-	-	249	-
TIP ID:	2018-001	Local	LOM	-	-	136	-	-	-	136	-
Type:	Rolling Stock Replacement and Fleet Expansion		Total	876	1,300	281	-	-	-	1,581	-
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.										
Revision:	Increasing funding by \$363K (\$188K CMAQ/\$39K L/\$136K LOM) in FY22 with the following actions: Applying additional allocation to STIP ID SST7007.016/TIP ID 2020-006 approved by Planning Council Resolution 2021-22 in the amount of \$120K CMAQ and \$25K Local in FY22. Transferring \$68K CMAQ and \$14K Local FY22 Rolled funds from STIP ID: SST7007.016/TIP ID: 2020-006 to STIP ID: SST7007.011/TIP ID: 2018-001. Adding \$136K Local Overmatch in FY22.										

PREVIOUS ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	950	950	-	-	-	-	950	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	-	-
TIP ID:	2020-001	Local	L	197	-	-	-	-	-	-	-
Type:	Transit	Local	LOM	57	2	-	-	-	-	2	-
Air Quality:	Exempt from conformity analysis		Total	2,112	952	-	-	-	-	952	
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										

REVISED ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	950	950	46	-	-	-	996	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	-	-
TIP ID:	2020-001	Local	L	206	-	-	-	-	-	-	-
Type:	Transit	Local	LOM	48	2	-	-	-	-	2	
Air Quality:	Exempt from conformity analysis		Total	2,112	950	46	-	-	-	996	
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										
Revision:	Adding \$46K CMAQ in FY22, shifting \$9K LOM to L in previous funding										

PREVIOUS ENTRY

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	504	-	-	-	-	504	-
STIP ID:	SST7007.016	Local	L	-	105	-	-	-	-	105	-
TIP ID:	2020-006		Total	-	609	-	-	-	-	609	-
Type:	Rolling Stock Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										

REVISED ENTRY

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	436	-	-	-	-	436	-
STIP ID:	SST7007.016	Local	L	-	91	-	-	-	-	91	-
TIP ID:	2020-006		Total	-	527	-	-	-	-	527	-
Type:	Rolling Stock Replacement										
Description:	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										
Revision:	Transferring \$68K CMAQ and \$14K Local from STIP ID: SST7007.016/TIP ID: 2020-006 to STIP ID: SST7007.011/TIP ID: 2018-001. Additional allocation approved by Planning Council Resolution 2021-22 in the amount of \$120K CMAQ and \$25K Local to STIP ID: SST7007.011/TIP ID: 2018-001.										

FASTER Transit

NEW ENTRY

Title:	ZEV COLT Planning Award	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	City of Loveland	State	FASTER	-	-	45	-	-	-	45	-
STIP ID:	Unassigned	Local	L	-	-	5	-	-	-	5	-
TIP ID:	2022-010		Total	-	-	50	-	-	-	50	-
Type:	Planning										
Air Quality:	Exempt from conformity analysis										
Description:	Zero Emission Vehicle (ZEV) Planning funding.										
Revision:	New project addition.										

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M3

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 3/2/2022

NFRMPO Transportation Alternatives (TA)

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each direction from SH56 to SH402.	State	ITM	1,300	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	9,006	6,080	-	-	15,086	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	86	-	-	1,586	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	12,250	6,166	-	-	30,158	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each direction from SH56 to SH402.	State	ITM	1,300	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	9,006	6,080	-	-	15,086	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	7,714	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	12,250	13,794	-	-	37,786	-

Revision: Adding \$7,628K Local funds in FY23.

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	245	-	65	65	65	65	260	-
STIP ID:	SR46668	State	SHF	3,250	-	375	375	375	375	1,500	-
TIP ID:	P-17		Total	3,250	-	440	440	440	440	1,760	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Traffic Signals Project Programming.										
	STID	Title	Sponsor:								
	SR46600.093	Signalization of US34/SH257 Ramps	CDOT Region 4								

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG	245	-	65	65	65	65	260	-
STIP ID:	SR46668	State	SHF	3,250	-	375	375	375	375	1,500	-
TIP ID:	P-17		Total	3,250	-	440	440	440	440	1,760	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Traffic Signals Project Programming.										
	STID	Title	Sponsor:								
	SR46600.093	Signalization of US34/SH257 Ramps	CDOT Region 4								
	SR46666.097	CO 392 & Weld CR 35	CDOT Region 4								
Revision:	Adding project SR46666.097 to the Traffic Signals Pool (see also HSIP pool). No change to pool total.										

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M3.2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 3/28/2022

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	SPR	-	-	150	-	-	-	150	-
Air Quality:	Included in conformity analysis	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,421	93,402	18,408	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	496,612	-	43,071	93,402	18,408	-	154,881	-

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	SPR	-	-	150	-	-	-	150	-
Air Quality:	Included in conformity analysis	Federal	TCC	-	-	80	-	-	-	80	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,897	93,402	18,408	-	154,707	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	496,612	-	43,627	93,402	18,408	-	155,437	-
Revision:	Adding \$556K in FY22 (\$476K LOM/\$80K TCC)										

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	9,006	6,080	-	-	15,086	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	7,714	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	12,250	13,794	-	-	37,786	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Description:	One new express lane in each	State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	5,000	-	10,465	4,621	-	-	15,086	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	7,714	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	265,286	11,742	13,709	12,335	-	-	37,786	-

Revision: Advance \$1,459K FASTER Safety from FY23 to FY22. No change to total funding.

FASTER (North Front Range Listings of State Highway Locations)

PREVIOUS ENTRY

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,350	4,545	2,550	-	10,445	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,350	4,545	2,550	-	10,445	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID		Title								Sponsor
	SR46606.070		Intersection Safety Improvements Pool								CDOT Region 4
	SR46606.070		US 287 and Foothills Parkway								CDOT Region 4
	SR46666.060		US 287 (College Ave) & Trilby Rd								City of Fort Collins
	SR46606.095		US 287 and Swallow Signal Improvements								CDOT Region 4
	SR46606.097		US 85 and WCR 66 Left Turn Accel Lanes								CDOT Region 4

REVISED ENTRY

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,094	4,801	2,550	-	10,445	-
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-	-
TIP ID:	P-7		Total	2,900	-	3,094	4,801	2,550	-	10,445	-
Type:	Safety										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID		Title								Sponsor
	SR46606.070		Intersection Safety Improvements Pool								CDOT Region 4
	SR46606.070		US 287 and Foothills Parkway								CDOT Region 4
	SR46666.060		US 287 (College Ave) & Trilby Rd								City of Fort Collins
	SR46606.095		US 287 and Swallow Signal Improvements								CDOT Region 4
	SR46606.097		US 85 and WCR 66 Left Turn Accel Lanes								CDOT Region 4
Revision:	Shifting \$256K from FY22 to FY23. No change to pool total										

Surface Treatment											
PREVIOUS ENTRY											
Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	25,302	-	8,813	7,459	9,999	8,757	35,028	-
STIP ID:	SR45218	State	SHF	3,952	-	2,087	1,398	1,926	1,668	7,079	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
			Total	29,254	-	10,900	8,857	11,925	10,425	42,107	-
Description:	Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title				Sponsor					
	SR45218.211	SH257 Windsor Resurfacing				CDOT Region 4					
	SNF5788.045	SH257 & Eastman Park Drive Intersection				CDOT Region 4					
	SR45218.232	US 85 5th to O St. Business Surface				CDOT Region 4					
	SR45218.234	SH257 Windsor Resurfacing Eastman to 34				CDOT Region 4					

REVISED ENTRY

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STBG/NHPP	25,302	-	4,204	7,459	14,608	8,757	35,028	-
STIP ID:	SR45218	State	SHF	3,952	-	1,128	1,398	2,884	1,668	7,079	-
TIP ID:	P-13	State	SB1	-	-	-	-	-	-	-	-
Type:	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
			Total	29,254	-	5,332	8,857	17,493	10,425	42,107	-
Description:	Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title	Sponsor								
	SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4								
	SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4								
	SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4								
	SR45218.234	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4								
Revision:	Shift \$2,000K (\$1,656K Federal/\$344K State) for SR45218.211 and \$3,568K (\$2,954K Federal/\$614K State) for SR45218.232 from FY22 to FY25. No change to pool total.										

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

Title:	Widening and Roundabout at 37th St and 47th Ave	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	1,119	-	-	1,119	-
STIP ID:	SNF5788.050	Local	L	-	-	-	233	-	-	233	-
TIP ID:	2023-004	Local	LOM	-	-	-	2,018	-	-	2,018	-
Type:	Intersection Improvement and Widening		Total	-	-	-	3,370	-	-	3,370	-
Air Quality:	Exempt from conformity analysis										
Description:	Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including median,										

REVISED ENTRY

Title:	Widening and Roundabout at 37th St and 47th Ave	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	1,119	-	-	1,119	-
STIP ID:	SNF5788.050	Local	L	-	-	-	233	-	-	233	-
TIP ID:	2023-004	Local	LOM	-	-	-	2,875	-	-	2,875	-
Type:	Intersection Improvement and Widening		Total	-	-	-	4,227	-	-	4,227	-
Air Quality:	Exempt from conformity analysis										
Description:	Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including median,										
Revision:	Adding \$857K LOM in FY23.										

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
May 5, 2022 Evans	Air Quality Conformity **CONSENT**	Medora Bornhoft
Objective/Request Action		
To approve the air quality Conformity Determination for the FY2023-2026 Transportation Improvement Program (TIP). The Determination also applies to the NFRMPO <i>2045 Regional Transportation Plan</i> (RTP), a portion of the Upper Front Range (UFR) <i>2045 RTP</i> , and a portion of the FY2023-2026 Statewide TIP (STIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> The Conformity Determination for the FY 2023-2026 TIP meets the federal air quality requirements for ozone and carbon monoxide (CO). Because the FY 2023-2026 TIP does not contain any new projects, the Conformity Determination relies on the previous regional emissions analysis (REA) conducted in 2019 for the Conformity Determination of the <i>2045 Regional Transportation Plan</i> (RTP). <ul style="list-style-type: none"> The REA demonstrates the 2045 RTP and associated TIPs do not exceed the budgets established in the Moderate Ozone State Implementation Plan (SIP) in any of the staging years. An REA is not included for CO because transportation plans and programs in CO limited maintenance plan areas are presumed to automatically satisfy the emissions budget test requirement. The Determination also covers the portion of the Upper Front Range Transportation Planning Region (UFRTPR) within the Northern Subarea, including such portion of their 2045 RTP and the Colorado Department of Transportation's (CDOT) FY2023-2026 STIP. 		
Committee Discussion		
None.		
Supporting Information		
<ul style="list-style-type: none"> The Conformity Determination demonstrates the TIP will not: <ul style="list-style-type: none"> Create new violations of the National Ambient Air Quality Standards (NAAQS); Increase the frequency or severity of NAAQS violations; or Delay timely attainment of the NAAQS or achievement of any interim milestone. The Interagency Consultation Group (ICG) concurred on the following two elements of the conformity determination: <ul style="list-style-type: none"> Relying on the previous REA conducted for the <i>2045 Regional Transportation Plan</i> (RTP) conformity determination. Using the routine conformity process identified in the Air Quality Control Commission's (AQCC's) Regulation 10. The public comment period for the conformity determination opened on April 1 and closes on April 30, 2022. As of April 26, no comments have been received. See the full report online: https://nfrmpo.org/wp-content/uploads/2022-conformity-tip-draft.pdf 		
Advantages		
Approval of the Conformity Determination allows the Planning Council to adopt the FY2023-2026 TIP.		

Disadvantages
None noted.
Analysis/Recommendation
NFRMPO staff recommends Planning Council approve the Conformity Determination.
Attachments
<ul style="list-style-type: none"> • <i>Resolution No. 2022-11</i>

Rev. 11/28/2018

RESOLUTION NO. 2022-11
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE CONFORMITY DETERMINATION FOR THE NFRMPO FY2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

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

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

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

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

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

WHEREAS, the FY2023-2026 TIP retains the regionally significant projects programmed in FY2023, FY2024, and FY2025 from the FY2022-2025 TIP and does not add any new regionally significant projects; and

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

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

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the FY2023-2026 TIP, the 2045 RTP, a portion of the Upper Front Range 2045 RTP, and a portion of the Colorado FY2023-2026 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations and redeterminations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 5, 2022

Re: **CONSENT**** 2022 NFRMPO Title VI Plan**

Background

The Planning Council approved the 2019 NFRMPO Title VI Plan on May 2, 2019. The NFRMPO 2019 Title VI Plan received concurrence from CDOT in May 2019, with the requirement for the Title VI Plan to be updated on a triennial basis.

On December 1, 2016, the Colorado Department of Transportation (CDOT) notified the NFRMPO of CDOT's responsibility to oversee the NFRMPO's compliance with Title VI Program requirements established by the Federal Highway Administration (FHWA) due to the NFRMPO's status as a subrecipient of FHWA funds. Due to this, the NFRMPO must meet both FTA and FHWA-specific Title VI program requirements for MPOs. To address these requirements, the FY2022 NFRMPO Title VI Plan has been updated with the following:

- Incorporates the 2019 Public Involvement Plan (PIP), adopted March 7, 2019;
- Updated Limited English Proficiency (LEP) Plan;
- Updated demographic information for the region (2016-2020);
- Strategies for ensuring non-discrimination in primary program areas;
- Procedures for identifying potential discrimination; and
- Environmental Justice Analysis for NFRMPO-directed fund projects (CMAQ, STBG, and TA).

The adoption of the 2022 Title VI Plan will allow the NFRMPO to remain compliant with federal and state requirements. The 2022 Title VI Plan is available at: <https://nfrmpo.org/wp-content/uploads/2022-title-vi-plan-draft-03292022.pdf>

Action

Staff requests the Planning Council adopt the 2022 NFRMPO Title VI Plan.

**RESOLUTION NO. 2022-12
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2022 TITLE VI PLAN**

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, Title VI of the Civil Rights Act of 1964 Prohibits discrimination on the basis of color, race, national origin, or sex in programs and activities receiving federal financial assistance; and

WHEREAS, the NFRMPO commits to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL100.259), be excluded from participation in, denied benefits of, or be otherwise subjected to discrimination under any NFRMPO program or activity regardless of the funding source; and

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the Updated Title VI Plan that satisfies Title VI and attendant federal requirements. The Transportation Planning Director will continue to serve as the NFRMPO's Title VI Coordinator.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Council

From: Michelle Edgerley

Date: May 5, 2022

Re: CY 2021 4th Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 4th Quarter of Calendar Year 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-4th Quarter

Ride NoCo, One Call/One Click Center, launched a project to develop a Trip Discovery tool.

State Air Quality for Greenhouse Gas, GHG, continues to be a priority

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-4th Quarter

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

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

Van purchases were slowed due to supply chain issues.

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 Fourth Quarter Unaudited Financial Statements dated December 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
Statement of Net Position
For the Twelve Months Ending December 31, 2021

ASSETS

Cash and Cash Equivalents	\$433,165
Cash-Savings	
Investments	614,929
Receivables	448,263
Prepays	10,056
Due From Other Funds	174,569
Capital Assets, net	8,608
Grant Receivables for Long Term Liabilities	
Total Assets	<u>1,689,590</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	95,187
Deferred Revenue	6,273
Advances From Other Funds	691,219
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	34,691
Total Liabilities	<u>827,370</u>

FUND BALANCE

Unreserved	951,820
Current Year Revenue over (under) Expenditures	(89,600)
Total Fund Balance	<u>862,220</u>
Total Liabilities and Fund Balance	<u>1,689,590</u>

METROPOLITAN PLANNING COUNCIL
Statement of Revenue, Expenditures and Changes in Fund Balance
For the Twelve Months Ending December 31, 2021

	2021 December	2021 Year to Date	2021 Budget	Variance	% Complete	
REVENUE						
FHWA-Federal Income-CPG	\$151,269	\$654,350	\$893,609	\$239,259	73.23%	
FHWA-Federal Income-STBG	16,741	57,656	205,028	147,372	28.12%	(1)
FTA-Federal Income-5310	16,468	48,520	52,865	4,345	91.78%	
Federal Pass Through		37,632	30,192	(7,440)	124.64%	(2)
State Funds_MMOF	36,600	106,915	306,996	200,080	34.83%	(1)
State Planning Funds			30,000	30,000	0.00%	(1)
State-CDPHE	12,621	29,633	25,000	(4,633)	118.53%	(2)
State-FASTER	1,473	1,473	24,000	22,527	6.14%	(3)
State TSV		107,759	86,250	(21,509)	124.94%	(2)
<i>Subtotal Grant Revenue</i>	<i>235,173</i>	<i>1,043,939</i>	<i>1,653,940</i>	<i>610,001</i>	<i>63.12%</i>	
Local Match-Member Entities	(3,567)	177,877	247,946	70,068	71.74%	
100% Local	62,337	62,337	2,502	(59,835)	2491.24%	(4)
Transfer from VanGo	97,308	107,869	361,696	253,828	29.82%	(1)
<i>Subtotal Local - All Sources</i>	<i>156,078</i>	<i>348,083</i>	<i>612,144</i>	<i>264,061</i>	<i>56.86%</i>	
Other Funds						
City of Fort Collins Funds		29,273	27,238	(2,035)	107.47%	
<i>Subtotal Revenue from Other Sources</i>		<i>29,273</i>	<i>27,238</i>	<i>(2,035)</i>	<i>107.47%</i>	
Miscellaneous Revenue		316		(316)	0.00%	
Interest Earned	47	276		(276)	0.00%	
Use of Reserves						
<i>Subtotal Other Revenue Sources</i>	<i>47</i>	<i>592</i>		<i>(592)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	391,298	1,421,886	2,293,322	871,435	62.00%	
EXPENDITURES/EXPENSES						
Administration	41,591	260,133	317,333	57,199	81.97%	
Transportation Planning	177,764	649,030	732,759	83,728	88.57%	
Mobility Management	17,305	54,365	56,869	2,504	95.60%	
<i>Subtotal Payroll Expense</i>	<i>236,661</i>	<i>963,529</i>	<i>1,106,960</i>	<i>143,431</i>	<i>87.04%</i>	
Professional Services & Consulting	48,486	278,288	710,403	432,116	39.17%	(5)
<i>Subtotal professional Services & Consulting</i>	<i>48,486</i>	<i>278,288</i>	<i>710,403</i>	<i>432,116</i>	<i>39.17%</i>	
Fleet Expense	10,475	10,480		(10,480)	0.00%	
Insurance Expense	1,776	7,104	3,625	(3,480)	196.00%	(6)
Office Furniture/Equipment (non-cap)	7,708	13,384	12,265	(1,119)	109.13%	(7)
Office Supplies	320	1,780	2,807	1,027	63.40%	(8)
Communications (phone/data/fax)	4,241	15,783	15,461	(322)	102.08%	
Postage	178	617	872	255	70.78%	
Rent	40,923	169,438	161,869	(7,570)	104.68%	
Other Office Operating (Facility, Repairs, Furniture	1,861	6,336	5,438	(898)	116.52%	
Dues, licensing and Subscriptions	285	10,648	10,223	(425)	104.16%	
Maintenance Contracts - Copier maintenance/usage	4,879	21,674	13,756	(7,918)	157.56%	(9)
Software Licenses	1,120	21,871	167,182	145,311	13.08%	(10)
Outreach	231	1,087	7,918	6,831	13.72%	(11)
Other Operating Costs	2,341	6,403	4,807	(1,596)	133.21%	
Event/Meeting Expense	2,525	8,876	11,012	2,136	80.60%	
Indirect Costs	(21,878)	(81,113)	(109,181)	(28,067)	74.29%	
Travel/Conference/Training Expense	3,317	8,254	38,933	30,679	21.20%	(12)
Capitalized Equipment /Vehicles			17,483	17,483	0.00%	
Interest Expense		9		(9)	0.00%	
Loan Payments			6,305	6,305	0.00%	
Pass through Expenses		47,040	105,184	58,144	44.72%	(13)
<i>Subtotal Other Expenses</i>	<i>60,302</i>	<i>269,671</i>	<i>475,959</i>	<i>206,287</i>	<i>56.66%</i>	
Total Expenditures/Expenses	345,448	1,511,487	2,293,322	781,834	65.91%	
Excess(Deficiency of Revenue over Expenditures)	45,850	(89,600)	0	89,601		

METROPOLITAN PLANNING COUNCIL
Statement of Revenue, Expenditures and Changes in Fund Balance
For the Twelve Months Ending December 31, 2021

Explanation of Variances

(1) Delay in contracting resulted in a delay in billing
(2) Caused by difference between FFY and CY
(3) Delay in project kickoff
(4) Excess local match moved to fund reserves at year end
(5) Projects delayed due to contracting delays
(6) Hiring additional staff and general increase in insurance resulted in expenses higher then expected
(7) Increased cost of Computers due to supply disruption
(8) Reduced staff in office resulted in reduction in office supplies used
(9) Expense for building RideNoCo website budgeted in Consultants and booked in website expense
(10) Delay in projects
(11) COVID caused planned outreach events to be canceled
(12) COVID caused increase in remote meeting reducing staff travel
(13) Caused by difference between FFY and CY budgets, 1 vehicle purchased as a passthrough in 2021 additional passthrough budgeted in 2022

VanGo
Statement of Net Position
For the Twelve Months Ending December 31, 2021

ASSETS

Cash and Cash Equivalents	\$109,854
Investments	4,485,705
Receivables	478,905
Advances to Other Funds	691,219
Prepays	288
Capital Assets, net	467,959
Total Assets	<u>6,233,929</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	83,552
Deferred Revenue	6,339
Due to Other Funds	174,569
Accumulated Leave - Due in less than one year	7,237
Long-Term Liabilities	
year	4,066
Total Liabilities	<u>275,763</u>

FUND BALANCE

Unreserved	5,846,754
Current Year Revenue over (under) Expenditures	111,412
Total Fund Balance	<u>5,958,166</u>

Total Liabilities and Fund Balance	<u>6,233,929</u>
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VANGO
Revenue, Expenditures & Changes in Fund Balance
For the Twelve Months Ending December 31, 2021

	2021 December	2021 Year to Date	2021 Budget	Variance	% Complete
REVENUE					
Program Revenue - Fares	24,241	87,254	403,630	316,376	29.48% (a)
Sale of Vehicles	(103,547)	0	68,750	68,750	0.00% (b)
City of Fort Collins Funds		672,158	1,247,920	575,762	53.86%
Subtotal VanGo Revenue-All Sources	(79,306)	759,412	1,720,300	961,828	44.09%
Miscellaneous Revenue					
Interest Earned	344	2,210		(2,210)	0.00% (c)
Gain on Sale of Fixed Assets	152,631	152,632		(153,571)	0.00% (c)
Subtotal Other Revenue Sources	152,975	154,842		(155,782)	0.00%
Total Revenue- Combined Sources	73,669	914,254	1,720,300	806,046	53.15%
EXPENDITURES/EXPENSES					
Fleet Expense					
Fleet Insurance	23,245	91,597	120,499	28,902	76.01%
Fleet Motor Fuel & Oil	17,383	54,981	100,610	45,629	54.65% (d)
Fleet Repairs & Maintenance	20,513	72,616	134,813	62,197	53.86% (d)
Fleet Repairs & Maintenance-Insurance Deductible	1,000	6,000	4,651	(1,349)	129.00% (e)
Guaranteed Ride Home	52	107	280	173	38.27% (d)
Fleet Other	612	1,607	6,273	4,666	25.62% (d)
Depreciation	217,791	217,791		(217,791)	0.00% (c)
Subtotal Fleet Expense	280,596	444,699	367,127	(77,572)	121.13%
VanGo Payroll	36,402	122,288	149,789	27,501	81.64%
Professional Services and Consulting	430	985	650	(335)	151.48% (f)
Office Supplies	55	55		(55)	0.00%
Communications (phone/data/fax)			16	16	0.00%
Postage	300	309	9	(300)	3634.59% (g)
Credit Card Fees	1,200	6,517	12,578	6,060	51.82% (d)
Other Office operating (Facility, Repairs,, Recycling, Office Equipment lease)			327	327	0.00%
Dues, Licensing and Subscriptions	735	1,765	876	(889)	201.53% (h)
Maintenance Contracts - Copier maintenance/usage	21,860	22,338	30,633	8,295	72.92%
Bad Debt	(75)	(75)	1,750	1,825	-4.29%
Rideshare Promotion	11,107	12,851	21,711	8,861	59.19% (i)
Event/Meeting Expense			383	383	0.00% (g)
Indirect Costs	21,878	81,113	109,181	28,067	74.29%
Travel/Conference/ Training	266	2,128	2,788	660	76.32%
Capitalized Equipment/Vehicles	(207,570)		332,500	332,500	0.00%
Transfer to MPO	97,308	107,869	361,696	253,828	29.82% (j)
Budget Only - Use of Reserves			328,288	328,288	0.00%
Subtotal Other Expenses	(16,104)	358,143	1,353,175	995,032	19.53%
Total Expenditures/Expenses	264,492	802,842	1,720,302	917,460	46.67%
Excess(Deficiency of Revenue over Expenditures)	(190,824)	111,412	0	(111,412)	

Explanation of Variances

(a) Decreased participation due to COVID and remote work resulted in reduced revenue
(b) Total proceeds from disposition of vans were \$164,227, this amount less any remaining value after depreciation is reclassified to gain on sale of fixed assets.
(c) Not budgeted
(d) Decreased participation due to COVID and remote work resulted in reduced expenses
(e) More accidents then anticipated
(f) Great Plains upgrade resulted in increase in Consultant expenses
(g) Safety Meeting held virtually, gift cards shipped to participants
(h) Additional membership purchased not originally budgeted
(i) New vendor selected for wraps at lower cost, less vans wrapped then expected
(j) Delay in MMOF contracting resulted in a delay in billings which are matched with VanGo funds

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
As of December 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	21-HTD-ZL-00104	\$ 580,741 CPG
Highway Planning and Construction	20.205	22-HTD-ZL-00119	131,769 CPG
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	56,914 STP
Total Highway Planning and Construction Cluster			769,424
<i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00207	27,000 5310 urban
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00219	19,906 5310 Rural
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	21-HTR-ZL-00186	37,632 5310 capital (closed)
Total Transit Services Programs Cluster			84,538
Total U.S. Department of Transportation			853,962
Total Federal Financial Assistance			\$ 853,962

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of December 31, 2021

Institution	Account Number	Balance as of December 31, 2021		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	433,090		433,090
1st National Bank	7343		109,854	109,854
Petty Cash		75		75
Total Cash		433,165	109,854	543,019
Investments				
COLOTRUST	8001	614,929	4,485,705	5,100,634
Total Investments		614,929	4,485,705	5,100,634
Total Savings and Investments		1,048,094	4,595,559	5,643,653

Operating Reserves		Capital Reserve	Reserved for Specific Use	Other	Other	Total
MPO	VanGo	VanGo	VanGo	MPO	VanGo **	
				433,090		433,090
					109,854	109,854
				75		75
0	0	0	0	433,165	109,854	543,019
410,478	653,730	388,817	653,731	215,408	2,778,470	5,100,635
410,478	653,730	388,817	653,731	215,408	2,778,470	5,100,635
410,478	653,730	388,817	653,731	648,573	2,888,324	5,643,654

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

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 5, 2022

Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Tasks and FY2023 Budget

Background

The NFRMPO staff has drafted the Tasks and Products for FY2023 the *FY2022-2023 Unified Planning Work Program (UPWP)*. The Finance Committee reviewed the FY2023 Budget on April 21, and recommended Planning Council approval at the May 5, 2022 meeting. Approval by the Planning Council of the FY2023 UPWP Tasks and Budget at the May 5, 2022 meeting will allow CDOT and FHWA approval prior to October 1, 2022.

The modified FY2023 UPWP Tasks, which have been updated since the FY2022-2023 UPWP was adopted on May 6, 2021, are:

- ***Task 2.1: Regional Transportation Plan (RTP) Management***
- ***Task 2.3: Transportation Model Management***
- ***Task 3.2: Outreach/Communications***
- ***Task 3.3: Air Quality Planning, Conformity, and GHG Emissions Analysis***
- ***Task 4.3: Federal and State Funds Management***
- ***Task 4.4: Mobility Management***
- ***Task 4.5: One Call/One Click Center (RideNoCo)***

The draft FY2023 UPWP Tasks were provided to TAC, with comments requested by March 28, 2022. The FY2023 Tasks were released for public comment from April 8 through April 22, 2022, with no public comments received. At their March 16, 2022. At their April 20, 2022 meeting, the NFRMPO TAC recommended Planning Council approval of the FY2023 Tasks.

The Task descriptions and FY2023 Budget are attached to this memo. The full FY2022-2023 UPWP with the updated FY2023 and FY2023 Budget incorporated is available here:

<https://nfrmpo.org/wp-content/uploads/fy2022-2023-upwp-04262022.pdf>.

Action

NFRMPO staff requests Planning Council adopt the FY2023 UPWP Tasks and budget.

Unified Planning Activities

Summary

The Unified Planning Work Program (UPWP) has been prepared to provide details of the NFRMPO planning process, work scheduled for the October 1 to September 30 fiscal year, and proposed expenditures by work element. The UPWP seeks to reflect NFRMPO Planning Council and Technical Advisory Committee (TAC) goals, roles, responsibilities, and available resources. The UPWP will undergo reevaluation at mid-year and amendments will be made if necessary.

The NFRMPO UPWP presents Work Tasks in five elements that group the types of activities needed to maintain, update, report, implement, administer, and operate the NFRMPO transportation planning process. The five major elements and their general content are as follows:

1. **Plan Monitoring:** These activities are concerned with the regular collection, maintenance, and analysis of area wide planning related data. Using established data files and accepted data collection procedures, land use, transportation, employment, demographic and environmental indicators NFRMPO monitors their influence on the area wide transportation planning process. NFRMPO structures the monitoring Work Tasks to facilitate their use in the development and periodic reappraisal of comprehensive plan elements and plan implementation activities. NFRMPO coordinates the tasks to avoid duplication of the monitoring efforts of local agencies.
2. **Plan Development and Detailing:** Consistent with policy directives and monitoring activities, NFRMPO details and revises sub-elements of the NFRMPO RTP when deemed necessary by federal requirements or Council. Updated activities may focus on a specific geographic area, such as a particular transportation corridor, or may center on a specific aspect of the RTP such as public transit, non-motorized facilities or land use.
3. **Special Planning Services:** NFRMPO intends these Work Tasks to ensure the broad understanding and consistent use of the planning program's findings by those responsible for public and private plan implementation activities. This section includes such tasks as governmental and private liaison, the publication and distribution of transportation planning related materials, participation in special projects or studies, and representation on regional and local committees under Council direction.
4. **Plan Implementation:** Incorporating the NFRMPO's responsibilities into plan implementation activities is the principal focus of this element. Included are such tasks as: reviews and recommendations pertaining to short- and long-range implementation programs for the area's major transportation systems, development of a TIP, and allocations and management of federal funds.
5. **Program Administration:** The purpose of this element is to develop and administer, within the requirements of the UPWP, responsible program, grants, and contract management activities.

Following the Budget Summary, the individual Work Tasks for FY2022 and FY2023 are detailed. The objectives of each task are included, with a description of the method used to conduct the task, the overall impact of the task, and the proposed products. Additionally, Work Tasks provide the estimated person weeks needed for staff and the estimated budget and NFRMPO funding distribution.

Table 2: NFRMPO FY2023 Budget

	FHWA STBG	Match STBG	FHWA/FTA CPG	Match CPG	FHWA SPR	FC MM	FC Match	FTA 5310	FTA 5310 Match	CDPHE	MMOF	Local VanGo Reserve	TOTAL
PLAN MONITORING													
1.1 Data Collection and Analysis	-	-	\$71,702	\$14,905	-	-	-	-	-	-	-	-	\$86,607
1.2 Safety and Security	-	-	\$4,780	\$994	-	-	-	-	-	-	-	-	\$5,774
1.3 Local Plan Reviews	\$4,780	\$994	-	-	-	-	-	-	-	-	-	-	\$5,774
1.4 Congestion Management Process (CMP)	\$35,851	\$7,453	-	-	-	-	-	-	-	-	-	-	\$43,304
1.5 Performance Measurement and Report	-	-	\$16,060	\$3,338	-	-	-	-	-	-	-	-	\$19,399
PLAN MONITORING SUBTOTAL	\$40,631	\$8,446	\$92,542	\$19,237	-	-	-	-	-	-	-	-	\$160,857
PLAN DEVELOPMENT													
2.1 Regional Transportation Plan (RTP) Management	-	-	\$96,513	\$20,063	-	-	-	-	-	-	-	-	\$116,576
2.2 Land Use Model Management	\$5,283	\$1,098	\$22,218	\$4,619	-	-	-	-	-	-	-	-	\$33,218
2.3 Transportation Model Management	\$4,195	\$872	\$276,195	\$57,414	\$60,000	-	-	-	-	-	\$100,000	-	\$498,676
2.4 Regional Active Transportation Plan (ATP) Management	\$14,340	\$2,981	-	-	-	-	-	-	-	-	-	-	\$17,320
2.5 Statewide Household Survey	\$189,481	\$39,388	-	-	-	-	-	-	-	-	-	-	\$228,869
2.6 North Front Range Premium Transit Analysis	-	-	-	-	-	-	-	-	-	-	\$127,500	\$127,500	\$255,000
2.7 Planning Council and Technical Advisory Committee Support	-	-	\$64,117	\$13,328	-	-	-	-	-	-	-	-	\$77,445
2.8 Unified Planning Work Program (UPWP)	-	-	\$23,900	\$4,968	-	-	-	-	-	-	-	-	\$28,868
PLAN DEVELOPMENT SUBTOTAL	\$198,959	\$41,359	\$497,283	\$103,373	\$60,000	-	-	-	-	-	\$227,500	\$127,500	\$1,255,972
PLANNING SERVICES													
3.1 Special Participation	-	-	\$80,869	\$16,811	-	-	-	-	-	-	-	-	\$97,679
3.2 Outreach/Communication	-	-	\$101,638	\$21,128	-	-	-	-	-	-	-	-	\$122,767
3.3 Air Quality Planning and Conformity	-	-	\$31,334	\$6,514	-	-	-	-	-	\$25,000	-	-	\$62,847
PLANNING SERVICES SUBTOTAL	-	-	\$213,841	\$44,452	-	-	-	-	-	\$25,000	-	-	\$283,293

	FHWA STBG	Match STBG	FHWA/FTA CPG	Match CPG	FHWA SPR	FC MM	FC Match	FTA 5310	FTA 5310 Match	CDPHE	MMOF	Local VanGo Reserve	TOTAL
PLAN IMPLEMENTATION													
4.1 Project Assistance	-	-	\$23,901	\$4,968	-	-	-	-	-	-	-	-	\$28,869
4.2 Transportation Improvement Program	\$49,601	\$10,311	-	-	-	-	-	-	-	-	-	-	\$59,912
4.3 Federal Funds Management	\$24,956	\$5,188	-	-	-	-	-	-	-	-	-	-	\$30,143
4.4 Mobility Management	-	-	-	-	-	\$26,444	\$6,611	\$209,400	\$52,350	-	-	-	\$261,750
4.5 One Call/One Click Center (RideNoCo)	-	-	-	-	-	-	-	-	-	-	\$240,557	\$240,557	\$481,115
4.6 TDM	-	-	-	-	-	-	-	-	-	-	\$75,000	\$75,000	\$150,000
PLAN IMPLEMENTATION SUBTOTAL	\$74,556	\$15,500	\$23,901	\$4,968	-	\$26,444	\$6,611	\$209,400	\$52,350	-	\$315,557	\$315,557	\$1,049,952
ADMINISTRATION													
5.0 Local only	-	-	-	\$1,840	-	-	-	-	-	-	-	-	\$1,840
5.2 Grant Reporting and Management	-	-	\$21,511	\$4,472	-	-	-	-	-	-	-	-	\$25,982
PROGRAM ADMINISTRATION SUBTOTAL	-	-	\$21,511	\$4,472	-	-	-	-	-	-	-	-	\$25,982
NFRMPO ONLY TOTALS	\$314,147	\$65,303	\$849,077	\$176,502	\$60,000	\$26,444	\$6,611	\$209,400	\$52,350	\$25,000	\$545,611	\$445,611	\$2,776,056

RESOLUTION NO. 2022-13
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FY2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS AND FY2023
BUDGET

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

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

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

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

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

WHEREAS, the NFRMPO has budgeted a federal fund total of \$2,029,679, which includes STBG (\$314,147); CPG (\$849,077); SPR (\$60,000); Fort Collins Mobility Management (\$26,444); FTA 5310 (\$209,400); MMOF (\$545,611); and CDPHE (\$25k). The required match for each funding source is also identified by each funding source.

WHEREAS, the NFRMPO has budgeted \$1,008,354 for VanGo™ operation including \$200,000 in fares; \$528,483 in Fort Collins sales tax funds (exchanged for FTA \$5307); \$130,000 in van sales, and \$149,871 in COVID relief funds. Additionally, VanGo™ Reserve show match funds for MMOF (\$347,500);

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the FY2022-2023 Unified Planning Work Program (UPWP) Tasks and FY2023 Budget and requisite match funds.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

Will Karspeck, Chair

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 5, 2022

Re: FY2022 Unified Planning Work Program (UPWP) Budget Amendment #2

Background

The NFRMPO is receiving \$250,000 in Multimodal Transportation and Mitigation Options Funds (MMOF) from the Colorado Department of Transportation (CDOT), as approved by the Transportation Commission on February 17, 2022 (with #TC-2022-02-05) for enhanced travel model capabilities to improve models for Greenhouse Gas (GHG) analysis. This additional funding will enable enhancements to the NFRMPO's Regional Travel Demand Model, such as improved representation of induced demand, work from home, and auto ownership.

As these are State MMOF funds, there is no local match requirement.

The Finance Committee recommended Planning Council approval of the FY2022 UPWP Budget Amendment #2 at their March 17, 2022 meeting.

Action

NFRMPO Staff requests Planning Council approval of the second Budget Amendment to the FY2022-2023 UPWP's FY2022 Budget.

RESOLUTION NO. 2022-14

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL APPROVING
THE SECOND AMENDMENT TO THE FY2021 BUDGET OF THE FY2020-2021 UNIFIED PLANNING WORK
PROGRAM (UPWP)**

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

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

WHEREAS, the FY2022 budget and FY2022 Tasks were approved by the North Front Range Transportation & Air Quality Planning Council on May 6, 2021 and this is the Second Amendment of the FY2022 Budget; and

WHEREAS, this budget amendment does not modify the 2022 UPWP tasks and effects only the budget; and

WHEREAS, the NFRMPO is amending the FY2022 UPWP budget to include:

- Increase revenue and expense by \$250,000 for enhanced travel model capabilities to improve models for Greenhouse Gas (GHG) analysis.

WHEREAS, the NFRMPO total budget will increase by \$250,000 with no changes to local match; and

WHEREAS, the VanGo™ total budget remains unchanged.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the Second Amendment to the FY2022 Budget of the FY2022-2023 Unified Planning Work Program (UPWP). Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date		Agenda Item	Submitted By
May 5, 2022 Evans		FY 2023-2026 Transportation Improvement Program (TIP)	AnnaRose Cunningham
Objective/Request Action			
To adopt the FY 2023-2026 TIP.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points			
<ul style="list-style-type: none"> The FY 2023-2026 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2023 through 2026. All projects with funding in FY 2023-2025 in the current FY 2022-2025 TIP were carried forward to the Draft FY 2023-2026 TIP. The Draft FY 2023-2026 TIP includes projects and roll-forwards submitted during the January 31 – February 14, 2022 submission window. Additional roll-forwards of unbudgeted FY 2022 funding into FY 2023 funding will occur in the summer. The Draft FY 2023-2026 TIP includes the projects awarded funding in FY2024 and FY2025 in the 2021 Call for Projects approved by Planning Council on March 3, 2022. Any amendments and modifications completed by NFRMPO staff between March 3, 2022 and June 30, 2022 will be incorporated into the TIP tables upon the effective date of the TIP. The policies and procedures in the FY 2023-2026 TIP are carried forward from the FY 2022-2025 TIP. However, the following has been updated: <ul style="list-style-type: none"> Addition of details for funding awarded in the most recent and previous Calls for Projects if further funding becomes effective in any future fiscal year. Details on the process for returning federal funds to an NFRMPO funding pool Addition of reporting requirements for MMOF funding. Adding state funds and future funding programs awarded by the NFRMPO Planning Council to the TIP Delay Procedure. Clarification for what revisions require a Policy Amendment or Administrative Modification. Revised environmental justice analysis including updated EJ Areas based on 2016-2020 American Community Survey (ACS) data and inclusion of an online interactive map of TIP projects and EJ areas: Online TIP Project Map Updated performance measure analysis. Updated sections based on review by FHWA and FTA during the NFRMPO Certification Review: <ul style="list-style-type: none"> Additional information included in the project selection and prioritization section to include references to each Call for Projects Guidebooks. Added information on the conformity determination process for TIP amendments. Additional details about the relationship between the STIP and the TIP. 			
Committee Discussion			
<ul style="list-style-type: none"> The TAC and Planning Council discussed the Draft FY 2023-2026 TIP at their March 16, 2022 and April 7, 2022 meetings, respectively. TAC recommended Planning Council approval of the FY2023-2026 TIP at their meeting on April 20, 2022. 			
Supporting Information			
<ul style="list-style-type: none"> The Draft FY 2023-2026 TIP and Conformity Determination is available for Planning Council to review at the following links: <ul style="list-style-type: none"> Narrative and TIP Tables: https://nfrmpo.org/wp-content/uploads/fy-2023-2026-tip-draft.pdf Conformity Determination: https://nfrmpo.org/wp-content/uploads/2022-conformity-tip-draft.pdf Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the Draft TIP as the information becomes available. The public comment period for the Draft FY 2023-2026 TIP opened on April 1, 2022 and will close on April 30, 2022. No comments have been received as of April 26, 2022. 			

Advantages
<ul style="list-style-type: none"> Approval of the TIP will ensure the timely merger of projects into the Statewide Transportation Improvement Program (STIP) so budget processes can occur at the beginning of the State FY 2023 on July 1, 2022.
Disadvantages
<ul style="list-style-type: none"> None.
Analysis/Recommendation
TAC recommended Planning Council approve the FY 2023-2026 TIP Narrative and Tables and associated Conformity Determination.
Attachments
<ul style="list-style-type: none"> TIP Narrative and Tables: https://nfrmpo.org/wp-content/uploads/fy-2023-2026-tip-draft.pdf Conformity Determination: https://nfrmpo.org/wp-content/uploads/2022-conformity-tip-draft.pdf Resolution 2022-15

RESOLUTION NO. 2022-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, transportation projects programmed in the FY2023-2026 TIP are consistent with the adopted 2045 Regional Transportation Plan, adopted September 5, 2019; and

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

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

WHEREAS, the ozone conformity determination and the CO conformity determination demonstrate conformity of the FY 2023-2026 TIP as required by 40 CFR §93; and

WHEREAS, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2023-2026 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of May 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: May 5, 2022

Re: MMOF Call for Projects Criteria

Background

In June 2021 the Colorado State Legislature passed Senate Bill (SB)21-260 – Sustainability of the Transportation System. The passage of SB21-260 made several changes to the State’s MMOF funding program. Additionally, the Transportation Commission made updates to the distribution and local match reduction formulas. Updates for the current round of MMOF funding include:

- Updating the Program name to Multimodal Transportation and Mitigations Options Fund;
- Expanding the purpose of the program by adding additional program goals;
- Expanding project eligibility to include projects which will mitigate transportation related emissions of Greenhouse Gases (GHG); and
- Updating the distribution and local match reduction formulas.

At the February 16 and March 16, 2022 TAC meetings, NFRMPO Staff presented the draft guidelines for the upcoming NFRMPO MMOF Call for Projects. The NFRMPO has a total of \$15,457,986 in FY2022 and FY2023 MMOF funding to award. Updates have been made to the guidelines following the February TAC meeting, including:

- MMOF Call for Projects Schedule
- NFRMPO and CDOT Region 4 Set-Aside requests
- Updated available funding based on approval of the Set-Asides
- Updated maximum request amounts
- Details on local match requirements and reduction options
- Revised scoring criteria based on TAC’s discussion and input
- Performance measure and Environmental Justice information

The Planning Council discussed the MMOF Call for Projects at their meeting on April 7, 2022. Council requested applicants of new transit service projects include a sustainable funding plan with their applications outlining funding for the transit service past the two years of funding being awarded in the 2022 MMOF Call for Projects. Funding included in the plan may include FY2022 and FY2023 MMOF, and any other secured funding or funding anticipated to be available for the transit service that is not awarded through a competitive process (excluding FTA Formula Funds). This requirement has been added to the Guidelines.



NFRMPO Staff will be hosting a virtual Project Applicant Workshop on May 9, 2022 to discuss details of applying for MMOF funds and answer questions applicants have about the application process.

Guidelines can be found on the NFRMPO website at: <https://nfrmpo.org/wp-content/uploads/2022-mmof-call-for-projects-guidelines.pdf>.

Action

TAC requests Planning Council approve the 2022 MMOF Call for Projects Guidelines and open the 2022 MMOF Call for Projects on May 6, 2022.

Attachments

- [2022 MMOF Call for Projects Guidelines \(linked only\)](https://nfrmpo.org/wp-content/uploads/2022-mmof-call-for-projects-guidelines.pdf)

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 5, 2022

**Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2022 Task
Amendment #1**

Background

The NFRMPO staff has drafted a new Travel Demand Management (TDM) Task for FY2022 the *FY2022-2023 Unified Planning Work Program (UPWP)*. The new Task supports the development and implementation of a TDM program in the MPO region. A TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas and ozone emissions reductions. This Task Amendment is budget neutral as the funding for this task is MMOF funding allocated to the RideNoCo effort but is being split out into a separate TDM.

Action

NFRMPO staff requests Planning Council members review the FY2022 Task Amendment #1 and provide comments at the May 5, 2022 meeting.

4.6 Transportation Demand Management (TDM)

Objective:

This Work Task supports the development and implementation of a Transportation Demand Management (TDM) program in the MPO region. A TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas and ozone emissions reductions.

Method:

The NFRMPO developed a TDM Action Plan through the work of the TDM Work Group in FFY2022, which identifies goals and vision to develop the regional TDM Program. The Work Group will continue to guide the implementation of the program. The NFRMPO's TDM Program builds upon the work of RideNoCo by adding a business/employee component to the project and act as an educational resource for businesses. In addition, the NFRMPO will support the development of a Transportation Management Association/Organization (TMA/O) through staff support, salary for a TDM Manager position, and indirect/program costs.

Overall Impact/Intent:

The intent of the TDM Program is to develop strategies to reduce single-occupancy vehicle trips, address air quality issues through greenhouse gas emissions reductions, ozone emission reductions and provide additional transportation opportunities for residents and visitors in the region. This program will be a partnership of the NFRMPO and other stakeholders throughout the region.

FY2023 Products:

1. Implement TDM Action Plan (ongoing)
2. TDM Work Group meetings (ongoing)
3. Develop TDM resource website (Q2 2023)
4. Contract with new TMO (Q3 2023)
5. Staff support for TMO (ongoing)
6. Community outreach (ongoing)

	<u>FY2022</u>	<u>FY2023</u>
PERSON/WEEKS:	0	4

Budget

Personnel	\$0	\$6,365
Other Direct	\$0	\$139,052
Indirect	\$0	\$4,582
TOTAL	\$0	\$150,000

Distribution

State

MMOF (50.0%)	\$0	\$75,000
MMOF match (50.0%)	\$0	\$75,000
TOTAL	\$0	\$150,000

Other Direct

Out of State Training	\$0	\$0
Consultant	\$0	\$139,052
Other	\$0	\$0
TOTAL	\$0	\$139,052

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: May 5, 2022

Re: FHWA PM3 System Performance Updates

Background

In 2018, the NFRMPO set targets for PM3: System Performance for the first performance period (2018-2021). For the second performance period, the NFRMPO is required to set two additional PM3 targets on traffic congestion: Non-Single Occupant Vehicle (SOV) Travel and Peak Hours Excessive Delay (PHED). The traffic congestion targets for the second performance period are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter. For the NFRMPO and CDOT, this requirement applies to the Fort Collins TMA. Additionally, the NFRMPO is required to set traffic congestion targets in conjunction with the State.

Non-SOV Targets

NFRMPO staff analyzed commuting data from 2015-2019 American Community Survey (ACS) and created two likely target setting scenarios as shown in **Table 1**, attached. CDOT's preferred targets are Scenario 2. An explanation of the methodology, why the target is achievable, and how the targets support current transportation plans and programs is included in the attached presentation.

PHED

CDOT worked with CATCH Intelligence to forecast future levels of PHED for the Fort Collins and Denver-Aurora UZAs. The model used data inputs from the National Performance Management Research Data Set (NPMRDS), Highway Performance Monitoring System (HPMS), FHWA, CDOT Travel Demand model, and State sources. The model predicted future PHED which CDOT used to establish the proposed targets shown in **Table 2**, attached.

TAC discussed both sets of targets at their meeting on April 20, 2022. TAC's preferred Non-SOV Targets are Scenario 1 and support the targets for PHED as recommended by CDOT.

Action

Staff requests Planning Council review the proposed joint targets and be prepared to discuss at the meeting.



Table 1: Non-SOV Travel Target Scenarios

Scenario 1: Current Trends Extending the current trends (2013-2019) in number of workers, drive alone, and non-SOV commute modes out to 2026	
2-Year Target	4-Year Target
25.30%	25.56%
Scenario 2: Current Trends with Increased Non-SOV Commute Scenario 1 plus increasing the percent of non-SOV commuters from 3.5% to 4%	
2-Year Target	4-Year Target
25.91%	26.43%

Table 2: CDOT Proposed PHED Targets

2-Year Target	4-Year Target
3.8	3.7



1

PM 3: System Performance		Extent	1st Performance Period	2nd Performance Period
			2018-2021	2022-2026
System Reliability	Travel Time Reliability & Freight Movement	NFRMPO	Required: Supported State Targets	Required: Support CDOT targets or establish NFRMPO targets by 3/30/2023
CMAQ: On-Road Mobile Source Emissions	Total Emissions Reductions			
CMAQ: Traffic Congestion	Non-SOV Travel	Fort Collins TMA	Not Required	New: Establish joint targets with CDOT
	Peak Hours Excessive Delay			

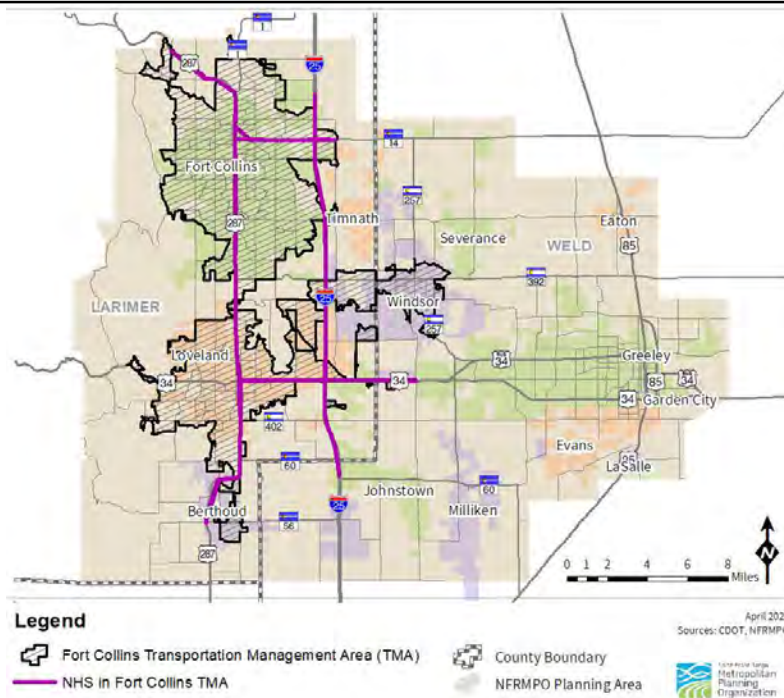
2

PM3: CMAQ Traffic Congestion

2

PM3 Targets Extent

3



3

CMAQ Traffic Congestion: Non-SOV



- Non-Single Occupant Vehicle (SOV) Travel
 - Measures whether travelers are using modes of transportation other than driving by themselves in their cars.
 - Calculated based on American Community Survey Commuting to Work data from 2015-2019

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PM3: CMAQ Traffic Congestion

4

CMAQ Traffic Congestion: Non-SOV



- 2045 Regional Performance Measure - Methodology
 - Calculated current percent of non-SOV travel and increased it 2% through the out years
- 2022 Non-SOV Methodology
 - Calculated current trends in growth of population and commute share and applied those to the out years

Workers 16 and over	2.97%
SOV (Drive Alone)	2.80%
Non-SOV	3.50%

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PM3: CMAQ Traffic Congestion

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CMAQ Traffic Congestion: Non-SOV



Scenario 1: Current Trends

Extending the current trends (2013-2019) in number of workers, drive alone, and non-SOV commute modes out to 2026

2024 Target	2026 Target
25.30%	25.56%

Scenario 2: Current Trends with Increased Non-SOV Commute

Scenario 1 plus increasing the percent of non-SOV commuters from 3.5% to 4%

2024 Target	2026 Target
25.91%	26.43%

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PM3: CMAQ Traffic Congestion

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Baseline Performance Report



- Explanation of why target is achievable
 - Construction of new trails
 - Creation of a regional TDM program
 - Increased regional transit
 - Increase in teleworking and other TDM strategies influenced by COVID-19



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PM3: CMAQ Traffic Congestion

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Baseline Performance Report



How established targets support Current Transportation Plans

- NFRMPO Plans focused on increasing multimodal options
 - Congestion Mitigation Process (CMP)
 - 2045 Regional Transportation Plan (RTP)
 - 2021 Active Transportation Plan (ATP)



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PM3: CMAQ Traffic Congestion

8

Baseline Performance Report



How established targets support Current Transportation Plans

- Premium Transit Analysis – Link NoCo
- Poudre Express & Bustang
- Future Fort Collins, CSU, and NFRMPO TDM Plans
- NFRMPO TDM Action Plan & TMO Startup funds

LINKNoCo
UNITING THE NORTH FRONT RANGE



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PM3: CMAQ Traffic Congestion

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CMAQ Traffic Congestion: PHED



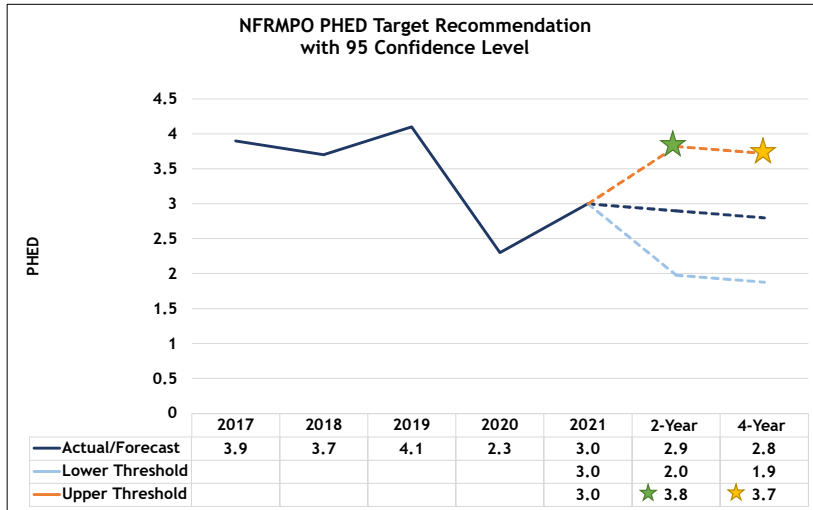
- Annual hours of Peak Hour Excessive Delay per capita on the National Highway System (NHS) in the Fort Collins Urbanized Area
- Evaluates congestion during peak commuting hours
 - 6-10 am and 3-7 pm
 - The threshold for congestion is speeds below 20 mph or 60% of posted speed limit, whichever is higher

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PM3: CMAQ Traffic Congestion

10

CMAQ Traffic Congestion: PHED



Proposed Targets

2-Year Target	4-Year Target
3.8	3.7

11

PM3: CMAQ Traffic Congestion

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Next Steps



- May 18, 2022 – TAC Recommendation
- June 2, 2022 – Planning Council adoption of targets
- July 2022 – CDOT incorporates targets into TAMP

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PM3: CMAQ Traffic Congestion

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Questions?



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

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PM3: CMAQ Traffic Congestion

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Statewide Transportation Advisory Committee (STAC) Summary – April 15, 2022

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director
 - Proposed change to the STAC meeting date to first Friday of the month; couple of reasons for changing date; complexities with developing two packets simultaneously, deadlines for materials due at conflicting times.

STAC Discussion

- Suzette Mallette mentions that the date doesn't matter as long as STAC gets materials before the Transportation Commission (TC). The Regional Air Quality Council (RAQC) meeting is also the first Friday of the month. The Passenger Rail Commission meeting is the 4th Friday of the month and that date could change.
 - Given willingness to change date, discussion tabled for a later date. Staff and STAC members will come to Chair and Vice Chair with various STAC meeting date options.
- 2) TPR and MPO Representative and Federal Partner Reports
 - Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) reported about the onset of springtime construction, finalization of MMOF preparations, various TIP amendments and project updates, as well as updates of their respective 10-Year Plans. Many concerns were raised about rising costs of construction.
 - Federal Highway Administration (FHWA): Noted National Work Zone Safety Awareness Week and CDOT Remembrance Day. Emphasized highway safety as a priority and the various challenges related to rising highway deaths.
 - Federal Transit Administration (FTA): The Federal Transit Administration has posted its Fiscal Year 2022 program funding apportionment tables. This first year of funding under the Bipartisan Infrastructure Law represents a significant increase in funding for many programs. ([LINK](#))
 - 3) Legislative Report – Herman Stockinger, Andy Karsian, Jamie Grim CDOT Office of Policy and Government Relations (OPGR)
 - Nearing the end of the legislative session; Wildlife Crossing Bill SB151 (\$25M) still sitting in appropriation committee; Road Usage Charge Fee Time Out Bill (\$62M) has yet to move ahead.
 - CDOT Neutral on SB175 distracted driving bill which is out of appropriations and passed in the Senate; final vote on Monday. SB18-01 is also out of appropriation and has passed. An additional bill offers \$30M for Bustang Expansion.
 - Budget finalized and sent to the governor's office (~\$36.4 Billion for CDOT).
 - Idaho Stop Bill passed and signed by Governor Polis.
 - 4) Greenhouse Gas (GHG) Policy Directive (PD) Update – Rebecca White, Director, Division of Transportation Development, and Theresa Takushi, Greenhouse Gas Program Specialist
 - Various GHG Mitigation strategies are an alternative, off model way to achieve GHG reduction levels per the Rule. These are outlined in the PD appendix.
 - DRAFT PD in the packet outlines mitigations and scoring, noting the 30 year life of Rule/PD, as well as reporting requirements. PD has four main sections. Presentation in packet includes an overview of the draft calculation methodology. Important metric: One Point (point/metric) = 1 ton of CO₂/ year; points to be applied over 30 years.
 - TC and STAC workshops to further develop GHG Mitigation PD in April. May TC workshop could see PD approved with final updates to plans coming before Oct. 2022.
 - CDOT seeking interpretation and definition of Regionally Significant that honors existing MPO/TPRs approved definition. For GHG Rule purposes, it has to be a transportation capacity project that also has facilities serving regional transportation needs and is normally included in modeling.
 - Definition of Transportation Capacity - 2 major qualifiers: Volume to Capacity Ratio and length (in miles) of project. V/C ratio is a yearly average of daily volume selected as a metric for its availability statewide to be used at a planning level analysis.

- The length threshold for a Transportation Capacity project is different for urban and rural contexts because rural projects are less likely to need capacity improvements than urban ones. Urban and rural is based on FHWA's definition where census designated areas >5,000 are urban.
- Definitions to be finalized by next month with input from STAC and TC

STAC Discussion

- GHG PD concerns with definition of rural vs urban vs suburban is defined in footnote on pg. 11 of packet; concerns also for practicality of GHG measures in rural settings.
 - CDOT only has projects listed up to 10 years for GHG modeling purposes.
 - Concerns with the lengthier approval process for mitigation measures now requiring three different entity approvals; fewer mitigation measures also a concern. CDOT would commit to attempting to expedite the process
 - Consider land use policies with approach to GHG reductions
 - Concerns were also raised as to whether V/C ratio is an accurate measure of congestion.
- 5) 10-Year Plan and Transit – Amber Blake, Director, Division of Transit and Rail
- Transit Operations and Maintenance (O/M) considerations include retaining 10% minimum for transit in the 10-Year Plan, a single equity formula for highway and transit, and increased transparency.
 - Two options: Accounting for a portion of the State transit operations in the 10-Year Plan. Alternatively, Funding State Transit O/M outside of the 10-Year Plan using State MMOF and other eligible funding sources (no impact to Local MMOF funds). 10-Year Plan Pipeline of projects remain on the original timeline.

STAC Discussion

- Legislature working on \$30M bill is also included in calculations
 - Snowstang Service has no financial impact on Bustang Service as it is a 100% cost recovery thus expansion would only mean increases to fares and partnership costs.
 - Questions revolved around how the MMOF funds were removed from the 10-Year Plan pot without impacting the fiscal constraint totals. Staff explained that the updated Federal Projections were higher and were originally rounded down. Additionally, the state share of the Carbon Reduction Funds has been added in.
 - Support for the compromise from DRCOG; With need for full discussion on Bustang Family of services and coordination between various service providers.
 - Concerns with impacts to other funding sources and access to these funding from local agencies. Expansion however, would not have any impact on local agencies' access to funds for expansion service, etc.
- 6) Rest Areas Program Update – Hope Wright, Buildings and Rest Area Asset Manager
- Rest Areas and Truck Parking Study that found that rest areas are critical for all users in the wake of various closures. CDOT taking design and construction inspiration from other states (Iowa and Wyoming). FY 2023 would begin the dedicated asset management funding period for Colorado Rest Areas with the first funds going towards fixing known deficiencies. In the long term, public/private partnerships for freight additions. CDOT is also pursuing a Rest Area Sponsorship Program. Updates given on Vail Pass Rest Area Construction beginning in summer.
- 7) FY23-26 STIP Update & Overview – Jamie Collins, STIP Manager
- Memo in STAC Packet discusses draft FY23-26 STIP with link to website. Public hearing with the Commission next week with the public comment period closing May 11th.
- 8) Other Business – Vince Rogalski, STAC Chair
- Nonattainment Enterprise: Rulemaking hearing has closed and rules governing the fee structure have been adopted (available on the website). NAAPME 10 Year Plan currently being developed.