

## NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

### HYBRID MEETING AGENDA

September 1, 2022

|   |  |
|---|--|
| <b><u>In-Person Attendance Option</u></b><br>Fort Collins Colorado River Community Room<br>222 LaPorte Avenue<br>Fort Collins, CO 80521 | <b><u>Virtual Attendance Option</u></b><br>Call-in Number: (571) 317-3122<br>Access Code: 144-857-813<br>Online Meeting: <a href="https://bit.ly/2022NFRPC">https://bit.ly/2022NFRPC</a> |
|---|--|

For assistance during the meeting, please contact Alex Gordon – [agordon@nfrmpo.org](mailto: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 – August 4, 2022 (Page 8)

#### Lead Planning Agency for Air Quality Agenda

##### REPORTS:

- |  |  |      |
|--|--|------|
| 1) Air Pollution Control Division (APCD) (Handout) | (Written)  |      |
| 2) Regional Air Quality Council (RAQC) (Handout)   | Mike Silverstein – Executive Director, RAQC      | 6:05 |
| 3) NFRMPO Air Quality Program Updates (Page 12)    | Becky Karasko – Transportation Planning Director | 6:20 |

#### Metropolitan Planning Organization Agenda

##### REPORTS:

- |   |   |      |
|---|---|------|
| 4) Report of the Chair                          | Will Karspeck - Council Chair, Town of Berthoud | 6:25 |
| 5) Executive Director Report (Page 14)          | Suzette Mallette - Executive Director           | 6:30 |
| 6) TAC (Page 16)                                | (Written)                                       |      |
| 7) Mobility (Handout)                           | (Written)                                       |      |
| 8) Finance (Page 17)                            | (Written)                                       |      |
| 9) Community Advisory Committee (CAC) (Page 19) | (Written)                                       |      |
| 10) VanGo™ Dashboard (Handout)                  | (Written)                                       |      |

##### CONSENT AGENDA:

- |   |                               |      |
|---|-------------------------------|------|
| 11) 2 <sup>nd</sup> Quarter 2022 Unaudited Financials (Page 20) | Michelle Edgerley – Go Figure | 6:35 |
|---|-------------------------------|------|

##### ACTION ITEMS:

- |   |   |      |
|---|---|------|
| 12) Amendments to Articles of Association Resolution 2022-25 (Page 29)                  | Suzette Mallette                                | 6:40 |
| 13) Revised FY2019 MMOF Project Extension Requests REVISED Resolution 2022-22 (Page 32) | AnnaRose Cunningham - Transportation Planner II | 6:45 |
| 14) Off-Cycle August 2022 TIP Amendment Resolution 2022-26 (Page 36)                    | AnnaRose Cunningham                             | 6:50 |



#### DISCUSSION ITEMS:

- |  |  |      |
|--|--|------|
| 15) 2045 RTP Update and Greenhouse Gas (GHG) Analysis <i>(Page 51)</i> | Becky Karasko - Transportation Planning Director | 7:00 |
| 16) Link NoCo Study Recommendations <i>(Page 53)</i>                   | Alex Gordon - Transportation Planner III         | 7:25 |
| 17) VanGo™ Update & Policy Modifications <i>(Page 54)</i>              | Suzette Mallette                                 | 7:30 |

#### COUNCIL REPORTS:

- |                                     |  |      |
|-------------------------------------|--|------|
| Transportation Commission           | Kathleen Bracke - Transportation Commissioner                      | 7:50 |
| CDOT R4 Update                      | Heather Paddock - CDOT R4 Transportation Director                  |      |
| STAC Report <i>(Page 61)</i>        | (Written)  |      |
| Front Range Passenger Rail District | Will Karspeck<br>Johnny Olson – City of Greeley Councilmember      |      |
| Host Council Member Report          | Tricia Canonico – Councilmember, City of Fort Collins<br>Alternate | 8:00 |

#### MEETING WRAP UP:

- |                                       |      |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 8:05 |
|---------------------------------------|------|



## ***MPO Planning Council***

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

**Will Karspeck, Mayor - Chair**

Alternate- Mike Grace, 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**

Alternate- TBD

### ***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, Mayor Pro Tem**

### ***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***

**Jessica Ferko, Manager, Planning & Policy Program**

### ***Colorado Transportation Commission***

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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



## GLOSSARY

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

## GLOSSARY (cont'd)

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

## GLOSSARY (cont'd)

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

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

**August 4, 2022  
Hybrid Meeting**

**Voting Members Present:**

|                          |                            |
|--------------------------|----------------------------|
| Will Karspeck -Chair     | -Berthoud                  |
| Scott James – Vice Chair | -Weld County               |
| Frank Baszler            | -Severance                 |
| Kathleen Bracke          | -Transportation Commission |
| Paula Cochran            | -LaSalle                   |
| Mark Clark               | -Evans                     |
| Jessica Ferko            | -APCD                      |
| Liz Heid                 | -Eaton                     |
| Jon Mallo                | -Loveland                  |
| Troy Mellon              | -Johnstown                 |
| Johnny Olson             | -Greeley                   |
| Paul Rennemeyer          | -Windsor                   |
| Kristin Stephens         | -Larimer County            |

**Voting Members Absent:**

|                  |               |
|------------------|---------------|
| Fil Archuleta    | -Garden City  |
| Jeni Arndt       | -Fort Collins |
| Elizabeth Austin | -Milliken     |
| Lisa Laake       | -Timnath      |

**MPO Staff:**

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

**In Attendance:** Dan Betts, Dan Dean, Michelle Edgerly, James Eussen, Josie Hadley, Omar Herrera, Myron Hora, Will Jones, Dean Klinger, Matt Lecerf, Gary Lebsack, Nathaniel Minor, Heather Paddock, Elizabeth Relford, Cole Tallman, Paul Trombino, Steve Younkin

Chair Karspeck called the MPO Council meeting to order at 6:03 p.m.

**Public Comment:**

No public comment was provided.

**Move to Approve Agenda and Minutes**

James **moved** to *APPROVE THE AUGUST 4, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Olsen and **passed** unanimously.

Stephens **moved** to *APPROVE THE JULY 7, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously with Ferko abstaining.

**Lead Planning Agency for Air Quality Agenda**

Chair Karspeck opened the Air Quality portion of the meeting.

## **REPORTS:**

### Air Pollution Control Division (APCD)

Ferko outlined activities being undertaken by the division in the North Front Range Region.

### Regional Air Quality Council (RAQC)

A written report was provided.

### NFRMPO Air Quality Program Updates

Karasko reported that the NFRMPO has completed the conformity run that is required for the 2045 RTP update. There will be a public hearing at the October Planning Council meeting to have a positive conformity determination from the Council.

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

Chair Karspeck opened the MPO portion of the meeting.

## **REPORTS:**

### Report of the Chair

Karspeck noted that he will not be serving another term as the Larimer County representative on RAQC. Estes Park Mayor Wendy Koenig-Schuett is the new Larimer County representative on RAQC.

### Executive Director Report

Mallette noted that MPO staff has completed a draft presentation for the Transportation Commission concerning the GHG report. Staff will bring this presentation to Council at the September meeting for feedback.

### 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.

## **CONSENT AGENDA:**

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

- 1<sup>st</sup> Quarter Unaudited Financials

## **ACTION ITEMS:**

### FY2019 MMOF Projects Extension Requests

Cunningham outlined the six MMOF project extension requests that were previously discussed at the July Planning Council meeting.

Bracke **moved** to accept the *FY2019 MMOF PROJECTS EXTENSION REQUESTS RESOLUTION NO. 2022-22* as presented. The motion was **seconded** by Baszler and **passed** unanimously.

### 2022 MMOF Call for Projects

Cunningham outlined the MMOF Call for Projects process and results. Five projects were recommended for full funding and five projects were recommended for partial funding. Any additional FY 2022 and FY 2023 MMOF funds will go to waitlisted projects.

James **moved** to approve the *2022 MMOF CALL FOR PROJECTS, RESOLUTION NO. 2022-23*. The motion was **seconded** by Olsen and **passed** unanimously.

### July 2022 TIP Amendment

Cunningham summarized the five revision requests from the City of Loveland, CDOT, and the NFRMPO.

Stephens **moved** to approve the *JULY 2022 TIP AMENDMENT, RESOLUTION NO. 2022-24*. The motion was **seconded** by James and **passed** unanimously.

### Updates to Executive Policies

Mallette outlined the changes being made to the Executive Policies that allow the Executive Director to enter into contracts for any monetary amount and to handle financial items as well as giving the Executive Director the authority to sign federal Certificates and Assurance on the planning procedures and processes.

Olsen **moved** to approve the *JULY 2022 TIP AMENDMENT, RESOLUTION NO. 2022-25*. The motion was **seconded** by Stephens and **passed** unanimously.

## **DISCUSSION ITEMS:**

### 2045 RTP Update and Greenhouse Gas (GHG) Analysis – Karasko

Karasko noted the NFRMPO was able to meet the GHG reductions for all four target years through modeling. MPO staff implemented several strategies to achieve these reductions including arterial signal timing improvements, bicycle and pedestrian improvements, moderate TDM programs, and half fare transit service. Council members asked a variety of questions concerning the assumptions being made in the modeling and how the NFRMPO can prove that the chosen strategies are effective. Council members asked clarifying questions concerning the \$74M outlined to meet the 2040 and 2050 reduction level, including where the funding is coming from and what categories this funding is coming out of from the baseline 2045 RTP. Council members requested staff to create a one-pager outlining the changes being made to the 2045 RTP to achieve compliance that they could share with their constituents.

Amendment to Articles of Association– Mallette outlined the changes being proposed for the Articles of Association based on feedback from the NFRMPO's Certification Review. While the Council has already appointed a transit representative, this addition will formalize this representation in the Articles of Association. Council members suggested that Bustang could be a transit representative on the Planning Council.

## **COUNCIL REPORTS:**

Transportation Commission – Bracke is working with CDOT staff to schedule a tour of North I-25 for the Transportation Commissioners. The I-25 Mobility Hub is scheduled to be completed in September. Congressman Neguse met with the I-25 Coalition to discuss future funding opportunities for I-25. Rural representation will be formally added to the State Interagency Consultation Team (IACT).

CDOT R4 Update – Paddock provided an update on I-25 construction. Northbound lanes underneath US-34 will be open in Mid-September. SH60 will be closed Mid-September to complete the diverging diamond interchange.

STAC Report- a written report was included.

I-25 Coalition – James stated the I-25 Coalition discussion highlights were covered in the Transportation Commission and CDOT R4 updates.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted that NAAPME did not meet in July.

Front Range Passenger Rail District – Karspeck and Olsen discussed the July FRPR meeting which included discussions about the Articles of Association and the formation of a Special District Association. Olsen noted that All Aboard Northwest would like to hold an event on August 18<sup>th</sup> in Greeley to discuss their work.

Host Council Member Report – Mellon ceded his time to Johnstown Mayor Gary Lebsack.

**MEETING WRAP-UP:**

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 7:33 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

## What are greenhouse gases?

Greenhouse gases (GHG) are gases that trap heat in the atmosphere, and include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Greenhouse gases can be good in small amounts, but too much can lead to global warming and climate change. Emissions from passenger and light-duty vehicles account for the largest share of transportation emissions in Colorado.

## Why is the NFRMPO involved?

The Colorado Transportation Commission (TC) adopted a rule in 2021 to reduce GHG emissions from the transportation sector. This rule requires the Colorado Department of Transportation (CDOT) and the state's five metropolitan planning organizations (MPOs) to determine the total greenhouse gas emissions expected from their long-range transportation plans and identify strategies to reduce these emissions by set amounts.

## How do you measure GHG emissions?

Currently, the NFRMPO does not have the ability to directly measure GHG. Instead, GHG are modeled based on a national simulator developed by the Environmental Protection Agency (EPA), called the Motor Vehicle Emissions Simulator (MOVES). This is the same simulator used for the NFRMPO's ozone modeling.

NFRMPO staff trained with the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD) on the MOVES model to determine GHG emissions from the agency's long-range transportation plan, the [2045 Regional Transportation Plan](#) (RTP). MOVES evaluates vehicle miles traveled (VMT), average speed, and vehicle mix data from the agency's Regional Travel Demand Model (RTDM) and county-level data.

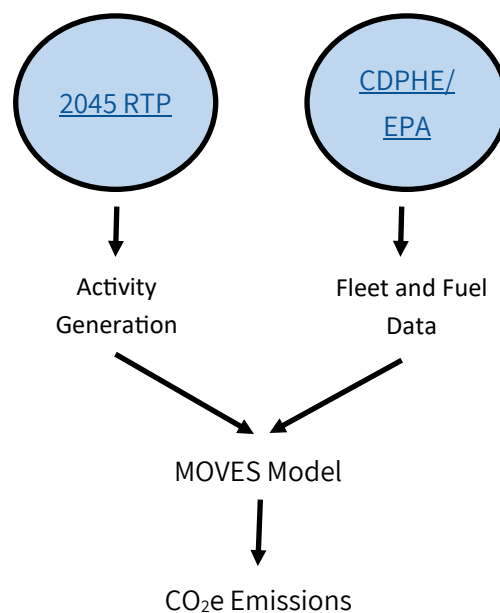
## How does this impact me?

When the NFRMPO undertakes the long-range transportation plan update, staff develop a fiscally constrained list of projects based on feedback and guidance from member communities. Fiscal constraint means there are sufficient funds for each project. To meet the required GHG reduction levels, the projects mix will include more transit projects, bicycle and pedestrian projects, and other strategies that reduce VMT and GHG emissions. The NFRMPO must still ensure fiscal constraint but will evaluate all projects in the Plan for their GHG reduction potential.



# GREENHOUSE GAS PLANNING IN THE NORTH FRONT RANGE

## Modeling Process



## Learn More:

NFRMPO: [Air Quality, Greenhouse Gas](#)

CDOT: [Greenhouse Gas \(GHG\) Program](#)

APCD: [Climate Change](#)



## Socioeconomic Context

|            | 2020    | 2025    | 2030    | 2040    | 2050    | Growth<br>(2025-2050) |
|------------|---------|---------|---------|---------|---------|-----------------------|
| Population | 533,367 | 583,439 | 651,400 | 792,208 | 950,460 | 62.9%                 |
| Households | 200,564 | 236,778 | 267,658 | 329,315 | 398,410 | 68.3%                 |
| Employment | 303,307 | 327,944 | 357,129 | 416,833 | 494,949 | 50.9%                 |

### What was modeled?

#### Baseline Plan

The project list is included in [Chapter 3, Section 5: Plan Projects](#).

#### Updated Plan

The Updated Plan incorporates projects from three NFRMPO Calls for Projects, CDOT investments, and local and regional plans.

Long range strategies include transportation demand management (TDM), improved traffic signals, increased transit, and more active transportation investments.

### How is this funded?

The RTP must be fiscally constrained, so the NFRMPO reconsidered how funding was assigned in [Chapter 3, Section 4](#). All strategies have either been funded through recent Calls for Projects and/or are in line with local, regional, and State plans. These funding considerations have been extrapolated into the future. In addition, strategies like active transportation and TDM can be incorporated in future projects.

### What happened to the projects that were funded in the 2045 RTP?

The RTP is a long-range plan that looks out at least 20 years and estimates the reasonably anticipated funding in that timeframe. Projects that can be modeled in the RTDM are identified but other projects are identified in categories based on the anticipated funding. Most funding has some flexibility and can be applied to different types of projects allowing for the change in projects in the outyears without 'giving up' already identified projects.

**What were the results?** The below table shows the impacts from the updated project mix compared to what was modeled for the Baseline Plan. Results are shown by modeled year and by modeled output.

|   | 2025   | 2030    | 2040    | 2050    |
|---|--------|---------|---------|---------|
| <b>Person Trip Mode Share (Percentage Point difference)</b>                         |        |         |         |         |
| Single occupancy in auto  | - 2.0% | - 4.3%  | - 4.6%  | - 5.2%  |
| Shared ride in auto   | 1.9%   | - 0.5%  | -0.4%   | - 1.0%  |
| Walk  | 0.2%   | 3.0%    | 2.9%    | 3.6%    |
| Bicycle   | - 0.1% | 1.6%    | 1.6%    | 1.8%    |
| Transit   | 0.0%   | 0.1%    | 0.0%    | 0.2%    |
| Other non-vehicle   | 0.0%   | 0.1%    | 0.4%    | 0.4%    |
| <b>Vehicle and Transit Data – Typical Weekday (Percent change)</b>                  |        |         |         |         |
| Vehicle Miles Traveled  | - 2.7% | - 6.2%  | - 6.8%  | - 5.9%  |
| VMT per capita  | - 2.8% | - 6.1%  | - 6.8%  | - 11.6% |
| Average vehicle speed (mph)   | 0.9%   | 2.7%    | 4.3%    | 4.2%    |
| Vehicle Hours Traveled (VHT)  | - 3.5% | - 8.9%  | - 10.5% | - 19.2% |
| Hours of vehicle delay  | - 8.1% | - 18.9% | - 20.3% | - 26.8% |
| Transit trips (linked)  | - 0.7% | 17.0%   | 16.5%   | 19.1%   |
| <b>CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) Reductions (Million Metric Tons)</b> |        |         |         |         |
| Modeled reductions  | 0.05   | 0.12    | 0.11    | 0.11    |

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**Help your community by identifying areas that feel unsafe while you are biking, walking, or rolling.**

### What is the Bike & Ped Safety Reporter?

A crowdsourced tool where residents and visitors can identify areas that feel unsafe by putting a pin on a map.

### What happens after I submit a report?

The NFRMPO reviews all reports and sends them to the city or town responsible for the area. The NFRMPO and local agencies can then identify where safety improvements can be made.

### How do I submit a report?

Scan the QR code with your mobile device and follow the on screen prompts!

### What can be reported?

Infrastructure or behavior issues including:

- Accessibility Issues
- Missing Curb Ramps
- Crosswalk timing too short
- Poor lighting
- Near Misses
- Missing sidewalks or bike lanes



Scan me!

# NoCo

# SHIFT

## *your ride.*

Shift a car trip to walking, biking, riding the bus, telecommuting, or carpooling in September and October.

### Why should I Shift My Ride?

There's a few reasons! You can explore your community, get some exercise, help improve our air, and pay for less gas.

### Do I have to sign up?

You can sign up at [nfrmpo.org/shift](https://nfrmpo.org/shift) or via the QR code below. You can track your miles, and even track your carbon footprint reduction! We've also heard rumors of prizes for participants.

### Need some ideas?

- Walk to the grocery store
- Bike to school as a family
- Put your bike on the Poudre Express and ride the Poudre Trail
- Work from home on Fridays
- Use a park-n-ride and Bustang to Denver
- Walk through your neighborhood and use the Bike/Ped Safety Reporter Tool



**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
August 17, 2022**

**APPROVAL OF THE JULY 20, 2022 TAC MINUTES**

Relford moved to approve the July 20, 2022, TAC minutes. Oberschmidt seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Chuang stated the RAQC Board approved the draft State Implementation Plan (SIP) at their August meeting. APCD will hold a public hearing for the SIP at the end of the year.

Karasko noted the NFRMPO completed and passed conformity for the 2045 RTP update which includes expanded non-attainment area. There will be a public hearing for the Conformity Determination at the October 6 Planning Council meeting.

**ACTION ITEMS**

**Off-Cycle August 2022 TIP Amendment** – Cunningham reviewed the seven revision requests to the *FY2023-2026 Transportation Improvement Program (TIP)*. Oberschmidt moved to recommend Planning Council approval of the Off-Cycle August 2022 TIP Amendment. Barzak second the motion, and it was approved unanimously.

**DISCUSSION ITEMS**

**2045 RTP Update and Greenhouse Gas (GHG) Analysis** – Karasko stated the GHG Transportation Report, which was included with the handouts, has been submitted to the Air Pollution Control Division (APCD) and the CDOT Transportation Commission. The NFRMPO met the required emissions reductions through the projects already planned in the 2045 RTP and will additional projects which will be included in the 2045 RTP Amendment. Karasko stated the GHG Transportation Report and 2045 RTP Amendment will be opening for public comment and TAC is welcome to submit comments on the documents.

**OUTSIDE PARTNERS REPORTS**

**NoCo Bike & Ped Collaborative** – Gordon stated NoCo held a walk audit of Severance on August 10 with approximately 20 community partners. Rouser created a Story Map overviewing the recommendations and outcome from the Walk Audit.

**Regional Transit Agencies** – Folkers reported COLT's new route started on Monday along with other service updates. Feedback has been positive, and COLT will report on ridership once info is available, Gordon noted the three local transit agencies are fare free through August and Bustang is half fare through September 5.

**Mobility Updates** – Schmitt stated RideNoCo is finalizing the trip discovery and planning tool which will be debuted to TAC in September.

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

August 19, 2022  
1:30 p.m.  
Microsoft Teams

| Members         | Staff             |
|-----------------|-------------------|
| Scott James     | Suzette Mallette  |
| Johnny Olson    | Becky Karasko     |
| Paul Rennemeyer | Barbara Bills     |
|                 | Michelle Edgerley |
|                 | Shane Armstrong   |
|                 | Cory Schmitt      |

The meeting was called to order by James at 1:32 p.m.

**Approval of Minutes:**

Olson made the motion to approve the July 21, 2022, meeting minutes, and James seconded.

**2nd Quarter Unaudited Financials:**

Edgerley reviewed the 2nd Quarter Unaudited Financials. MPO revenues are still down due to delays in CDOT billing. Consulting expenses have increased closer to the expected level of 2<sup>nd</sup> quarter as more invoices are received and paid. The outreach expense has exceeded the budgeted amount and we will look into that more closely.

The VanGo financials were also discussed by Edgerley. She noted that revenues are less than forecasted due to the effects of COVID.

Olson recommended the financials be presented to the Council for approval on Consent, Rennemeyer seconded it was approved unanimously.

**VanGo Update:**

Armstrong discussed the VanGo program with facts comparing March 2020 and August 2022 and some proposed policy changes that were instituted during COVID and staff would like to see become permanent changes. These are a change in vanpool coordinator discount, minimum van occupancy, revising the part time rider and keeping the quarter time fare. This information will be presented before the Council at the September 1 meeting.

**Fort Collins Exchange Funds:**

Mallette gave a high-level overview of the VanGo budget emphasizing that the annual Exchange funds received from Fort Collins are not sufficient to cover current expenses. And, although the funds can be used for other things, they need to be used for items that would be consistent with the original intent of the FTA funds. Finance Committee members agreed that it was wise to be cautious in the use of the funds and to retain enough funds to support the vanpool program.

**Other:**

The Committee was informed that the MPO has hired a new accountant, Rachel Stillwell, who will begin work on Monday, August 22, 2022.

The meeting was adjourned at 2:21 p.m.

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

August 11, 2022

**Attendees:** Brad Ragazzo, Cliff Moore, Cindy Beemer, Diego Lopez, Louisa Andersen

**Staff:** Alex Gordon, AnnaRose Cunningham

**Pre-Meeting Introduction**

Cunningham provided a general outline of the NFRMPO and its programs, plans, and initiatives. Ragazzo asked for guidance about what the expectation for the CAC is. Cunningham explained the CAC meets once per month with some requests for review in-between meetings.

**Introductions**

Cunningham introduced the new members of the Community Advisory Committee (CAC) through a GIF activity and asking members about their thoughts on transportation around the world.

**Public Involvement Plan (PIP)**

Cunningham reviewed the purpose, guiding principles, and strategies from the 2019 Public Involvement Plan as a basis for the 2023 Public Involvement Plan. Lopez recommended working with utilities (Xcel Energy) and the universities as partners for events. Andersen recommended attending a Friday Fest in Greeley. Cunningham reviewed implemented 2019 strategies and added lessons learned from COVID. Beemer noted online meetings can sometimes lead to less attention from participants compared to in-person meetings but expands the opportunities for people to participate. In-person meetings should still be the default.

**Transportation Demand Management (TDM)**

Gordon reviewed the TDM recommendations from the TDM Action Plan. Ragazzo asked if there is a forum for people to share rides. Other CAC members highlighted the need for schoolpooling. Lopez asked if the Via project is moving forward.

**GHG Transportation Report**

Gordon reviewed the results from the GHG Transportation Report the NFRMPO staff has been working on. There is a fact sheet on the NFRMPO website at [nfrmpo.org/air-quality/ghg-rulemaking](https://nfrmpo.org/air-quality/ghg-rulemaking).

**Next Steps**

Cunningham reviewed possible ideas for future meetings, including tours of construction projects, walk audits, and Cycling Without Age demonstrations. The group stated the 2045 Regional Transportation Plan (RTP) is an important topic.

## MEMORANDUM

To: NFRMPO Council

From: Michelle Edgerley

Date: September 1, 2022

Re: CY 2022 2<sup>nd</sup> Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 2<sup>nd</sup> Quarter of Calendar Year 2022 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

### **MPO Highlights-2<sup>nd</sup> Quarter**

The second quarter MPO financials for both revenue and expenses are starting to catch up as CDOT billing have been submitted.

A reconciliation of local needs to be completed and the outreach events are in full swing and will continue into the 3<sup>rd</sup> quarter.

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

### **VanGo™ Highlights-2<sup>nd</sup> Quarter**

Revenue from fares is significantly reduced due to continuing impacts for COVID-19 but slowly beginning to return, except for selling used vans at auction that is bringing in higher than expected revenue.

Ridership is higher than Q4 2021 & Q1 2022 but still less than forecasted.

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 2022 Second Quarter Unaudited Financial Statements dated June 30, 2022.





## **Notes**

### **Note 1:**

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

### **Note 2:**

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 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 Six Months Ending June 30, 2022

ASSETS

|   |                  |
|---|------------------|
| Cash and Cash Equivalents                   | \$270,729        |
| Cash-Savings                                |                  |
| Investments                                 | 664,987          |
| Receivables                                 | 136,295          |
| Prepays                                     | 9,150            |
| Due From Other Funds                        | 174,569          |
| Capital Assets, net                         | 8,608            |
| Grant Receivables for Long Term Liabilities |                  |
| Total Assets                                | <u>1,264,338</u> |

LIABILITIES AND NET ASSETS

LIABILITIES

|  |                  |
|--|------------------|
| Accounts Payable and Accrued Liabilities | 92,988           |
| Deferred Revenue                         | 266,090          |
| Advances From Other Funds                | 691,219          |
| Long-Term Liabilities                    |                  |
| Capital Leases                           |                  |
| Accumulated Leave                        | 41,493           |
| Total Liabilities                        | <u>1,091,790</u> |

FUND BALANCE

|  |                |
|--|----------------|
| Unreserved                                     | 619,540        |
| Current Year Revenue over (under) Expenditures | (446,992)      |
| Total Fund Balance                             | <u>172,548</u> |

Total Liabilities and Fund Balance 1,264,338

METROPOLITAN PLANNING ORGANIZATION  
Statement of Revenue, Expenditures, and Changes in Fund Balance  
For the Six Months Ending June 30, 2022

|  | 2022<br>June   | 2022<br>Year to Date | 2022<br>Budget   | Variance         | %<br>Complete |     |
|--|----------------|----------------------|------------------|------------------|---------------|-----|
| <b>REVENUE</b>   |                |                      |                  |                  |               |     |
| FHWA-Federal Income-CPG                                    | \$109,483      | \$289,120            | \$760,795        | \$471,675        | 38.00%        | (1) |
| FHWA-Federal Income-STBG                                   | 16,360         | 27,814               | 459,918          | \$432,104        | 6.05%         | (1) |
| FTA-Federal Income-5310                                    | 20,465         | 31,108               | 54,000           | \$22,892         | 57.61%        | (1) |
| Federal Pass Through                                       |                |                      |                  | \$0              |               |     |
| State Funds_MMOF   | 37,921         | 76,179               | 264,884          | \$188,705        | 28.76%        | (1) |
| State Planning Funds                                       | 3,751          | 4,649                | 120,000          | \$115,351        | 3.87%         |     |
| State-CDPHE  | 0              | 3,971                | 25,000           | \$21,029         | 15.88%        |     |
| State-FASTER   | 0              | (1,473)              |                  | \$1,473          |               | (2) |
| <i>Subtotal Grant Revenue</i>                              | <i>187,980</i> | <i>431,368</i>       | <i>1,684,597</i> | <i>1,253,229</i> | <i>25.61%</i> |     |
| Local Match-Member Entities                                | (1,113)        | 12,913               | 272,145          | 259,232          | 4.74%         | (3) |
| 100% Local   | 0              | 1,272                | 1,840            | 568              | 69.15%        |     |
| Transfer from VanGo  | 0              | (4,834)              | 264,884          | 269,718          | -1.82%        | (4) |
| <i>Subtotal Local - All Sources</i>                        | <i>(1,113)</i> | <i>9,351</i>         | <i>538,869</i>   | <i>529,518</i>   | <i>1.74%</i>  |     |
| <b>Other Funds</b>   |                |                      |                  |                  |               |     |
| City of Fort Collins Funds                                 |                |                      | 26,901           | 26,901           | 0.00%         | (3) |
| <i>Subtotal Revenue from Other Sources</i>                 |                |                      | <i>26,901</i>    | <i>26,901</i>    | <i>0.00%</i>  |     |
| Miscellaneous Revenue                                      |                |                      |                  |                  |               |     |
| Interest Earned  | 1,256          | 1,474                |                  | (1,474)          |               |     |
| Use of Reserves  |                |                      |                  |                  |               |     |
| <i>Subtotal Other Revenue Sources</i>                      | <i>1,256</i>   | <i>1,474</i>         | <i>0</i>         | <i>(1,474)</i>   | <i>0.00%</i>  |     |
| <b>Total Revenue- Combined Sources</b>                     | <b>188,123</b> | <b>442,193</b>       | <b>2,250,367</b> | <b>1,808,174</b> | <b>19.65%</b> |     |
| <b>EXPENDITURES/EXPENSES</b>                               |                |                      |                  |                  |               |     |
| Administration   | 44,904         | 80,427               | 218,917          | 138,490          | 36.74%        |     |
| Transportation Planning                                    | 160,767        | 302,821              | 795,712          | 492,891          | 38.06%        |     |
| Mobility Management  | 15,480         | 28,894               | 36,828           | 7,934            | 78.46%        |     |
| <i>Subtotal Payroll Expense</i>                            | <i>221,151</i> | <i>412,142</i>       | <i>1,051,457</i> | <i>639,315</i>   | <i>39.20%</i> |     |
| Professional Services & Consulting                         | 207,514        | 303,325              | 895,253          | 591,928          | 33.88%        | (5) |
| <i>Subtotal professional Services &amp; Consulting</i>     | <i>207,514</i> | <i>303,325</i>       | <i>895,253</i>   | <i>591,928</i>   | <i>33.88%</i> |     |
| <b>Fleet Expense</b>                                       |                |                      |                  |                  |               |     |
| Insurance Expense  |                |                      | 3,606            | 3,606            |               |     |
| Office Furniture/Equipment (non-cap)                       | 260            | 2,288                | 9,027            | 6,739            | 25.35%        |     |
| Office Supplies  | 450            | 594                  | 1,691            | 1,097            | 35.13%        |     |
| Communications (phone/data/fax)                            | 4,657          | 8,379                | 15,903           | 7,524            | 52.69%        |     |
| Postage  | 72             | 126                  | 701              | 575              | 17.97%        |     |
| Printing   |                |                      |                  |                  |               |     |
| Rent   | 42,023         | 87,025               | 166,376          | 79,351           | 52.31%        |     |
| Credit Card Fees (VanGo)                                   |                |                      |                  |                  |               |     |
| Other Office Operating (Facility, Repairs, Furniture move) | 500            | 500                  | 5,294            | 4,794            | 9.44%         |     |
| Dues, licensing and Subscriptions                          | 3,241          | 4,302                | 10,692           | 6,390            | 40.24%        |     |
| Maintenance Contracts - Copier maintenance/usage           | 3,358          | 6,508                | 16,911           | 10,403           | 38.48%        |     |
| Software maintenance                                       | 28,805         | 42,055               | 100,550          | 58,495           | 41.82%        |     |
| Outreach   | 7,371          | 8,240                | 4,885            | (3,355)          | 168.68%       | (6) |
| Other Operating Costs                                      | 1,824          | 3,692                | 5,924            | 2,232            | 62.32%        |     |
| Bad Debt (VanGo)   |                |                      |                  |                  |               |     |
| Event/Meeting Expense                                      | 664            | 2,163                | 11,349           | 9,186            | 19.06%        |     |
| Indirect Costs   |                | 1,273                | (104,626)        | (105,899)        | -1.22%        | (4) |
| Travel/Conference/Training Expense                         | 5,672          | 6,573                | 47,876           | 41,303           | 13.73%        |     |
| Capitalized Equipment /Vehicles                            |                |                      | 7,500            | 7,500            |               |     |
| Interest Expense   |                |                      |                  |                  |               |     |
| Loan Payments  |                |                      |                  |                  |               |     |
| Pass through Expenses                                      |                |                      |                  |                  |               |     |
| <i>Subtotal Other Expenses</i>                             | <i>98,897</i>  | <i>173,718</i>       | <i>303,659</i>   | <i>129,941</i>   | <i>57.21%</i> |     |
| <b>Total Expenditures/Expenses</b>                         | <b>527,562</b> | <b>889,185</b>       | <b>2,250,369</b> | <b>1,361,184</b> | <b>39.51%</b> |     |
| Excess(Deficiency of Revenue over Expenditures)            | (339,439)      | (446,992)            | (2)              | 446,990          | -19.86%       |     |

METROPOLITAN PLANNING ORGANIZATION  
Statement of Revenue, Expenditures, and Changes in Fund Balance  
For the Six Months Ending June 30, 2022

- 1) June 2022 CDOT Invoices recorded in 3Q 2022. Billable expenses paid in 2Q, not billed to CDOT until 3Q 2022.  
(Revenue recorded after Expenses have been paid)
- 2) Adjusting entry for 2021, no 2022 activity expected.
- 3) Reconciling local match invoices/payments in 3Q 2022.
- 4) 2022 Transfers between MPO & VanGo to be reconciled & recorded in 3Q 2022.
- 5) Recurring Consultant payments for Planning/Mobility projects were consistent with budgeted amounts.
- 6) Bike to Work & Other Outreach events occurred in 2Q 2022.

VanGo  
Statement of Net Position  
For the Six Months Ending June 30, 2022

ASSETS

|                           |                  |
|---------------------------|------------------|
| Cash and Cash Equivalents | \$925,494        |
| Investments               | 4,096,857        |
| Receivables               | 473,421          |
| Advances to Other Funds   | 691,219          |
| Capital Assets, net       | 467,959          |
| Total Assets              | <u>6,654,949</u> |

LIABILITIES AND NET ASSETS

LIABILITIES

|   |                |
|---|----------------|
| Accounts Payable and Accrued Liabilities      | 80,933         |
| Due to Other Funds                            | 174,569        |
| Accumulated Leave - Due in less than one year | 7,180          |
| Long-Term Liabilities                         |                |
| Accumulated Leave - Due in more than one year | 3,932          |
| Total Liabilities                             | <u>266,614</u> |

FUND BALANCE

|  |                  |
|--|------------------|
| Unreserved                                     | 6,454,541        |
| Current Year Revenue over (under) Expenditures | (66,206)         |
| Total Fund Balance                             | <u>6,388,335</u> |

|                                    |                  |
|------------------------------------|------------------|
| Total Liabilities and Fund Balance | <u>6,654,949</u> |
|------------------------------------|------------------|

VANGO  
Revenue, Expenditures Changes in Fund Balance  
For the Six Months Ending June 30, 2022

|   | 2022<br>June   | 2022<br>Year to Date | 2022<br>Budget | Variance       | %<br>Complete |     |
|---|----------------|----------------------|----------------|----------------|---------------|-----|
| <b>REVENUE</b>  |                |                      |                |                |               |     |
| Program Revenue - Fares   | 35,353         | 61,874               | 167,524        | 105,650        | 36.93%        | (1) |
| Sale of Vehicles  | 52,700         | 93,975               | 80,000         | (13,975)       | 117.47%       |     |
| City of Fort Collins Funds  |                |                      | 508,886        | 508,886        | 0.00%         | (2) |
| <b>Subtotal VanGo Revenue-All Sources</b>   | <b>88,053</b>  | <b>155,849</b>       | <b>756,410</b> | <b>600,561</b> | <b>20.60%</b> |     |
| Miscellaneous Revenue   |                |                      |                |                |               |     |
| Interest Earned   | 8,274          | 9,735                |                | (9,735)        | 0.00%         |     |
| Gain on Sale of Fixed Assets  |                |                      |                |                |               |     |
| <b>Subtotal Other Revenue Sources</b>   | <b>8,274</b>   | <b>9,735</b>         |                | <b>(9,735)</b> | <b>0.00%</b>  |     |
| <b>Total Revenue- Combined Sources</b>  | <b>96,327</b>  | <b>165,584</b>       | <b>756,410</b> | <b>590,826</b> | <b>21.89%</b> |     |
| <b>EXPENDITURES/EXPENSES</b>  |                |                      |                |                |               |     |
| Fleet Expense   |                |                      |                |                |               |     |
| Fleet Insurance   | 23,148         | 46,723               | 104,299        | 57,576         | 44.80%        |     |
| Fleet Motor Fuel & Oil  | 17,899         | 26,580               | 55,212         | 28,632         | 48.14%        |     |
| Fleet Repairs & Maintenance   | 19,735         | 33,854               | 85,071         | 51,217         | 39.79%        |     |
| Fleet Repairs & Maintenance-Insurance Deductible  | 1,500          | 2,000                | 5,830          | 3,830          | 34.31%        |     |
| Guaranteed Ride Home  |                |                      | 200            | 200            | 0.00%         |     |
| Fleet Other   | 907            | 1,405                | 1,909          | 504            | 73.62%        |     |
| Depreciation  |                |                      |                |                |               |     |
| <b>Subtotal Fleet Expense</b>   | <b>63,189</b>  | <b>110,562</b>       | <b>252,521</b> | <b>141,959</b> | <b>43.78%</b> |     |
| VanGo Payroll   | 23,305         | 45,739               | 138,227        | 92,488         | 33.09%        |     |
| Professional Services and Consulting  |                |                      | 1,100          | 1,100          | 0.00%         |     |
| Office Furniture/Equipment (non-cap)  |                |                      |                |                |               |     |
| Office Supplies   |                |                      |                |                |               |     |
| Communications (phone/data/fax)   |                |                      | 50             | 50             | 0.00%         |     |
| Postage   |                |                      | 16             | 16             | 0.00%         |     |
| Credit Card Fees  | 1,273          | 3,790                | 10,000         | 6,210          | 37.90%        |     |
| Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease) |                |                      | 1,078          | 1,078          | 0.00%         |     |
| Dues, Licensing and Subscriptions   | 246            | 578                  | 1,028          | 450            | 56.27%        |     |
| Maintenance Contracts - Copier maintenance/usage  | 35             | 99                   | 28,443         | 28,344         | 0.35%         | (3) |
| Bad Debt  | (19)           | (94)                 | 1,000          | 1,094          | -9.38%        |     |
| Rideshare Promotion   | 3,163          | 7,818                | 40,042         | 32,224         | 19.52%        | (4) |
| Event/Meeting Expense   |                |                      |                | 0              |               |     |
| Indirect Costs  | 0              | (1,273)              | 104,625        | 105,898        | -1.22%        | (3) |
| Travel/Conference/ Training   | 101            | 215                  | 4,553          | 4,338          | 4.73%         |     |
| Interest Expense  |                |                      |                | 0              |               |     |
| Capitalized Equipment/Vehicles  | 34,595         | 69,190               | 370,000        | 300,810        | 18.70%        | (5) |
| Transfer to MPO   | 0              | (4,834)              | 264,884        | 269,718        | -1.82%        | (3) |
| Budget Only - Use of Reserves   |                |                      | (461,159)      | (461,159)      | 0.00%         |     |
| <b>Subtotal Other Expenses</b>  | <b>39,395</b>  | <b>75,490</b>        | <b>364,560</b> | <b>289,070</b> | <b>20.71%</b> |     |
| <b>Total Expenditures/Expenses</b>  | <b>125,889</b> | <b>231,791</b>       | <b>756,408</b> | <b>524,617</b> | <b>30.64%</b> |     |
| Excess(Deficiency of Revenue over Expenditures)   | (29,562)       | (66,206)             | 2              | 66,208         | -8.75%        |     |

1) Ridership higher than Q4 2021 & Q1 2022 but still less than forecasted.

2) Expect to invoice in 3Q 2022 with funds to be received later in the year.

3) 2022 Transfers between MPO & VanGo to be reconciled & recorded in 3Q 2022.

4) Expecting summer time increase (seasonal)

5) Vehicles purchased as needed. Expect additional vehicles to be purchased later in 2022.

North Front Range Transportation & Air Quality Planning Council  
Schedule of Expenditures of Federal Awards  
As of June 30, 2022

| Federal Grantor/Pass-Through<br>Grantor/Program or Cluster Title | Federal<br>CFDA<br>Number | Pass-through<br>Entity<br>Identifying<br>Number | Grant Total       | Total Federal<br>Expenditures | Remaining Funds   |            |
|--|---------------------------|---|-------------------|-------------------------------|-------------------|------------|
| <u>U.S. Department of Transportation</u>                         |                           |   |                   |                               |                   |            |
| Passed through Colorado Department of Transportation             |                           |   |                   |                               |                   |            |
| <i>Highway Planning and Construction Cluster:</i>                |                           |   |                   |                               |                   |            |
| Highway Planning and Construction                                | 20.205                    | 22-HTD-ZL-00119                                 | 707,156           | 484,097                       | 223,059           | CPG        |
| Highway Planning and Construction                                | 20.205                    | 20-HTD-ZL-03170-M0002                           | 207,106           | 129,116                       | 77,990            | STP        |
| Total Highway Planning and Construction Cluster                  |                           |   | 914,262           | 613,213                       | 301,049           |            |
| <i>Transit Services Programs Cluster:</i>                        |                           |   |                   |                               |                   |            |
| Enhanced Mobility of Seniors and Individuals with Disabilities   | 20.513                    | 22-HTR-ZL-00166                                 | 27,000            | 21,512                        | 5,488             | 5310 Urban |
| Enhanced Mobility of Seniors and Individuals with Disabilities   | 20.513                    | 22-HTR-ZL-00167                                 | 28,400            | 15,215                        | 13,185            | 5310 Rural |
| Total Transit Services Programs Cluster                          |                           |   | 55,400            | 36,727                        | 18,673            |            |
| Total U.S. Department of Transportation                          |                           |   | 969,662           | 649,940                       | 319,722           |            |
| <b>Total Federal Financial Assistance</b>                        |                           |   | <b>\$ 969,662</b> | <b>\$ 649,940</b>             | <b>\$ 319,722</b> |            |

North Front Range Transportation and Air Quality Planning Council  
Cash and Investment Institution Listing  
As of June 30, 2022

|                               | Account | Balance as of June 30, 2022 |           |           |
|-------------------------------|---------|-----------------------------|-----------|-----------|
| Institution                   | Number  | MPO                         | VanGo     | Total     |
| Cash                          |         |                             |           |           |
| 1st National Bank             | 8629    | 270,729                     |           | 270,729   |
| 1st National Bank             | 7343    |                             | 925,494   | 925,494   |
| Petty Cash                    |         | 75                          |           | 75        |
| Total Cash                    |         | 270,804                     | 925,494   | 1,196,298 |
| Investments                   |         |                             |           |           |
| COLOTRUST                     | 8001    | 664,987                     | 4,096,857 | 4,761,844 |
| Total Investments             |         | 664,987                     | 4,096,857 | 4,761,844 |
| Total Savings and Investments |         | 935,791                     | 5,022,351 | 5,958,142 |

| <i>Operating Reserves</i> |                | <i>Capital<br/>Reserve</i> | <i>Reserved for<br/>Specific Use</i> | <i>Other</i>   | <i>Other</i>     | <i>Total</i>     |
|---------------------------|----------------|----------------------------|--------------------------------------|----------------|------------------|------------------|
| <i>MPO</i>                | <i>VanGo</i>   | <i>VanGo</i>               | <i>VanGo</i>                         | <i>MPO</i>     | <i>VanGo **</i>  |                  |
|                           |                |                            |                                      | 270,729        |                  | 270,729          |
|                           |                |                            |                                      |                | 925,494          | 925,494          |
|                           |                |                            |                                      | 75             |                  | 75               |
| <b>0</b>                  | <b>0</b>       | <b>0</b>                   | <b>0</b>                             | <b>270,804</b> | <b>925,494</b>   | <b>1,196,298</b> |
| 411,445                   | 161,972        | 467,959                    | 653,731                              | 215,915        | 2,850,822        | 4,761,844        |
| <b>411,445</b>            | <b>161,972</b> | <b>467,959</b>             | <b>653,731</b>                       | <b>215,915</b> | <b>2,850,822</b> | <b>4,761,844</b> |
| 411,445                   | 161,972        | 467,959                    | 653,731                              | 486,719        | 3,776,316        | 5,958,142        |

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

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## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Suzette Mallette**

**Date: September 1, 2022**

**Re: Articles of Association Update**

### BACKGROUND

The Articles of Association, originally adopted on January 27, 1988, and last amended December 4, 2020, are being recommended for update to include a transit representative on the Planning Council and to identify the NFRMPO Enterprises and Commissions through the State of Colorado. The changes to the document are outlined below.

### ARTICLE II – MPO COUNCIL MEMBERSHIP

1. Each MPO that serves a Transportation Management Area (TMA), as defined by the U.S. Census, shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, including representation of providers of public transportation. Additionally, the State of Colorado through the Governor's Office added a Transportation Commissioner and an Air Quality official. At a minimum, one elected official from each of the local governments, a transit representative and State appointments within the MPO boundary are included as members.
2. Public transit providers in the NFRMPO region are operated by municipalities within the MPO. In descending order by size, they are Transfort, City of Fort Collins; Greeley Evans Transit (GET), City of Greeley; City of Loveland Transit (COLT), City of Loveland; and Berthoud Area Transportation System (BATS), Town of Berthoud. All public transit providers in the region are members of the NFRMPO Council.

### ARTICLE II – MPO COUNCIL REPRESENTATION

- a. Each MPO Council member representative whose community provides transit is expected to represent their transit operations. However, the NFRMPO also appoints one at large member to represent transit specifically and may represent the NFRMPO on transit issues more broadly. This member is from a municipality that provides transit services, and it may rotate amongst those members. This appointment does not add an additional vote for that municipality.



## ARTICLE II – MPO COUNCIL

### STANDING COMMITTEES & APPOINTMENTS OF THE COUNCIL

Colorado Senate Bill 21-260 created new Enterprises within the State of Colorado and specifically requested representation from the NFRMPO the Nonattainment Area Air Pollution Mitigation Enterprise. There is one representative from the NFRMPO that serves on this Enterprise.

Senate Bill 21-238 also created a Front Range Passenger Rail District that requires two NFRMPO representatives.

Representation on these Enterprises are approved by the NFRMPO Council and submitted to the Governor's office for approval and appointment.

The discussion at the August 4, 2022 Council meeting asked about Bustang being added to the Articles as they are a transit provider. The intent of the addition of transit representatives in the Articles was to identify the voice for the NFRMPO on transit matters. CDOT does not feel that is their role; therefore, they have not been added to the Articles.

Other minor non-substantive edits were also made. The full draft of the Articles of Association can be found at <https://nfrmpo.org/wp-content/uploads/2022-draft-articles-of-association.pdf>.

## ACTION

This is an action item that has met the required 21 days written notice prior to approval. Staff is recommending adoption of ***RESOLUTION 2022-25 AMENDMENTS TO THE ARTICLES OF ASSOCIATION***.

**RESOLUTION NO. 2022-25  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY  
PLANNING COUNCIL TO AMEND THE ARTICLES OF ASSOCIATION**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) established Articles of Association in January 27, 1988 for the purpose of promoting regional transportation and transportation related air quality planning, cooperation, and coordination among federal, state and local governments; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has amended the Articles of Association as needed to reflect the changing needs of the Council and updating procedures; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has determined that the following items needed to address:

- Assigning a designated transit representative on the NFRMPO Council;
- Update MPO Council Standing Committees to include the Nonattainment Area Enterprise and the Front Range Passenger Rail District; and

**WHEREAS**, the Articles of Association amendment requires twenty one (21) days written notice of the proposed amendment to the members; and

**WHEREAS**, the twenty one (21) day notice requirement has been met;

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends The Articles of Association and makes the necessary changes to accomplish the changes.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1<sup>st</sup> day of September 2022.

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William Karspeck, Chair

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Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: AnnaRose Cunningham**

**Date: September 1, 2022**

**Re: Revised FY2019 MMOF Grant Extensions**

### Background

At the meeting on August 4, 2022 the Planning Council passed Resolution 2022-22 approving six requests for up to a two year extension of FY2019 Multimodal Transportation and Mitigation Options Fund (MMOF) to projects awarded funding during the 2019-2020 MMOF Call for Projects. One additional project sponsor requested an extension prior to the June 3, 2022 deadline which was erroneously not included with the rest of the requests. The City of Greeley's request for a one year extension for the *Greeley #3 Canal Trail* project is attached.

### Action

Staff recommends Planning Council approval of the additional FY19 MMOF Extension Request.

### Attachments

Greeley FY19 MMOF Extension Request

***Resolution 2022-22 - REVISED***

May 25, 2022

Anna Rose Cunningham, NFR MPO  
Michael Snow, CDOT

MMOF Project Extension Request

Project Name: Greeley #3 Canal Trail, Phases 2 and 3  
Agreement Number: MTF M570-062  
Subaccount Number: 23945

### **Circumstances/Causes for Delay**

We have experienced delays for this project due to a variety of circumstances including staff furloughs during COVID, modifications to the original 2012 construction drawings due to the addition of project components including a HAWK signal, addressing CDOT requirements/comments, new SUE requirements, and new recommendations from the current City engineer/project manager. We have also had challenges with consultants not responding in a timely manner.

This project is being constructed along an irrigation canal, and the ditch company that operates that facility will not allow construction during the irrigation season to avoid potential conflicts with accessing the ditch for routine and emergency maintenance during that time. Since, the revised design documents weren't completed prior to ditch season, the project could not be bid nor built this past winter resulting in having to delay construction to early November 2022, weather permitting.

### **Proposed Updated Project Timeline**

Advertisement for Bids: July 1, 2022  
Project Start: October 15, 2022  
Project Completion: June 2023

While we are fairly confident that the project will be completed prior to the current grant deadline, we would like to receive a one-year extension, in case weather or other unforeseen circumstances cause additional delays.

### **Projection of Anticipated Annual Project Expenditures**

Total Expenditures through June 2022: \$0.00

Note: The City of Greeley has expended \$41,819.58 in design and engineering fees, consultant fees (NEPA), and utility work (utility pole relocation) since the grant was awarded.

Total Expenditures July 2022 – June 2023: \$700,000

Respectfully,

A handwritten signature in black ink, appearing to read "Mike Maurer".

Mike Maurer, P.E.  
Civil Engineer, Project Manager

A handwritten signature in black ink, appearing to read "Karen Scopel".

Karen Scopel, Environmental Planner  
Owner Representative

**RESOLUTION NO. 2022-22 - REVISED**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FY2019 MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF)**  
**FUNDING EXTENSIONS**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, transportation projects selected in the 2019 MMOF Call for Projects were approved on April 2, 2020; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) allowed project sponsors the opportunity to request up to a two year extension for FY2019 MMOF funds beyond the initial mandatory June 30, 2023 expiration date; and

**WHEREAS**, project sponsors submitted the required documentation to the NFRMPO by the deadline on June 3, 2022; and

**WHEREAS**, the following sponsors requested extensions for projects:

- City of Loveland – Two year extension
  - *Centerra Trail* (Subaccount #23949)
  - *US 287 West Sidewalk Gap* (Subaccount #23927)
- Fort Collins – Two Year extension
  - *Laporte Avenue Improvements – Fishback to Sunset* (Subaccount #23630)
  - *Siphon Overpass* (Subaccount #23946)
- Severance – One year extension
  - *Great Western Trail Connection* (Subaccount #23948)
- NFRMPO - Two year extension
  - *Expansion of the Mobility Program* (Subaccount #23978)
- Greeley – One year extension
  - *Greeley #3 Canal Trail* (Subaccount #23945)

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the FY2019 MMOF grant extensions as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1<sup>st</sup> day of September 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  |
|--|-------------------------------------|---|
| September 1, 2022<br>Fort Collins  | August 2022 Off-Cycle TIP Amendment | AnnaRose Cunningham   |
| <b>Objective/Request Action</b>  |                                     |   |
| To approve the August 2022 Off-Cycle Transportation Improvement Program (TIP) Amendment to the FY2023-FY2026 TIP.  |                                     | <input type="checkbox"/> Report<br><input type="checkbox"/> Work Session<br><input type="checkbox"/> Discussion<br><input checked="" type="checkbox"/> Action |
| <b>Key Points</b>  |                                     |   |
| <p>The August 2022 Off-Cycle TIP Amendment includes seven revision requests from CDOT and the NFRMPO:</p> <ul style="list-style-type: none"> <li>Revising <i>North I-25: Design Build</i> by adding funding program Faster Safety Backfill (FSB) and adding \$7,014K in FY23.</li> <li>Adding Johnstown's new project <i>SH60 &amp; Carlson Blvd Intersection Improvements</i> with \$250K Federal and \$300K Local funding in FY23.</li> <li>Adding Windsor's new project <i>11<sup>th</sup> St Multimodal Improvements</i> with \$450K Federal and \$981K Local funding in FY23.</li> <li>Adding Weld County's new project <i>Weld County On-Demand Transit</i> with \$343K Federal and \$114K Local funding in FY23.</li> <li>Adding Loveland's new Project <i>COLT Route Expansion</i> with \$462K State and \$462K Local funding.</li> <li>Adding Greeley and CDOT's new project <i>US34 Regional Mobility Hub</i> with \$5,000K State and \$20,000K Local funding in FY23.</li> <li>Adding Larimer County's new project <i>Phemister Bridge and Trail</i> with \$467K State and \$378K Local funding in FY23.</li> </ul> <p>The attached August 2022 Off-Cycle Policy Amendment Form provides additional information on these requests.</p>        |                                     |   |
| <b>Committee Discussion</b>  |                                     |   |
| This is the first and only time TAC is scheduled to see the August 2022 Off-Cycle TIP Amendment.   |                                     |   |
| <b>Supporting Information</b>  |                                     |   |
| <p>The 30-day Public Comment period for the August 2022 Off-Cycle TIP Amendment began on August 10, 2022 and concludes on September 8, 2022.</p> <p>An environmental justice analysis is included for the six project's which are location-specific and not already included in the TIP.</p> <p><u>Funding Types and Uses</u></p> <p><b>Faster Safety Backfill (FSB)</b> is an extension of the fee reduction for Faster Safety program due to inflation, high gas prices, and other factors to keep more money with the citizens of Colorado but backfilled the anticipated revenue loss to CDOT with other sources so program delivery wouldn't be impacted.</p> <p><b>Multimodal Transportation and Mitigation Options Fund (MMOF)</b> is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.</p> |                                     |   |



| Advantages  |
|---|
| <ul style="list-style-type: none"> <li>Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2023-2026 TIP remains fiscally constrained.</li> </ul> |
| Disadvantages   |
| <ul style="list-style-type: none"> <li>None noted.</li> </ul>   |
| Analysis/Recommendation   |
| <ul style="list-style-type: none"> <li>Staff supports adding the August 2022 Off-Cycle TIP Amendment to the FY2023-2026 TIP.</li> </ul>   |
| Attachments   |
| <ul style="list-style-type: none"> <li>August 2022 Off-Cycle Policy Amendment Form</li> <li>Environmental Justice Analysis</li> <li><b><i>Resolution 2022-26</i></b></li> </ul>   |

# NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Policy Amendment #2022-A8

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 8/10/2022

### Strategic

#### PREVIOUS ENTRY

| Title:                       | North I-25: Design Build   | Funding Source | Funding Program      | Previous Funding | FY 23 Rolled | FY 23  | FY 24  | FY 25 | FY 26 | FY 23-26 TOTAL | Future Funding |
|------------------------------|--|----------------|----------------------|------------------|--------------|--------|--------|-------|-------|----------------|----------------|
| Sponsor:                     | CDOT Region 4  | Federal        | TIGER                | 21,970           | -            | -      | -      | -     | -     | -              | -              |
| STIP ID:                     | SSP4428.012  | Federal        | ITI                  | 600              | -            | -      | -      | -     | -     | -              | -              |
| TIP ID:                      | 2017-032   | Federal        | CMAQ                 | 4,468            | -            | -      | -      | -     | -     | -              | -              |
| Type:                        | Modify & Reconstruct   | Federal        | SPR                  | 150              | -            | -      | -      | -     | -     | -              | -              |
|                              |  | Federal        | TCC                  | 80               |              |        |        |       |       |                |                |
| Air Quality:<br>Description: | Included in conformity analysis<br>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              | -            | -      | -      | -     | -     | -              | -              |
|                              |  | Local          | Federal/State Loan   | 77,115           | -            | -      | -      | -     | -     | -              | -              |
|                              |  | Local          | LOM                  | 46,383           | 42,421       | 93,402 | 18,408 | -     | -     | 154,231        | -              |
|                              |  | Local          | Private              | 6,000            | -            | -      | -      | -     | -     | -              | -              |
| Total                        |  |                |                      | 497,818          | 42,421       | 93,402 | 18,408 | -     | -     | 154,231        | -              |

**REVISED ENTRY**

| Title:       | North I-25: Design Build  | Funding Source | Funding Program      | Previous Funding | FY 23 Rolled  | FY 23          | FY 24         | FY 25    | FY 26    | FY 23-26 TOTAL | Future Funding |
|--------------|---|----------------|----------------------|------------------|---------------|----------------|---------------|----------|----------|----------------|----------------|
| Sponsor:     | CDOT Region 4   | Federal        | TIGER                | 21,970           | -             | -              | -             | -        | -        | -              | -              |
| STIP ID:     | SSP4428.012   | Federal        | ITI                  | 600              | -             | -              | -             | -        | -        | -              | -              |
| TIP ID:      | 2017-032  | Federal        | CMAQ                 | 4,468            | -             | -              | -             | -        | -        | -              | -              |
| Type:        | Modify & Reconstruct  | Federal        | SPR                  | 150              | -             | -              | -             | -        | -        | -              | -              |
|              |   | Federal        | TCC                  | 80               | -             | -              | -             | -        | -        | -              | -              |
|              |   | Federal        | FSB                  | -                | -             | 7,014          | -             | -        | -        | 7,014          | -              |
| 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              | -             | -              | -             | -        | -        | -              | -              |
|              |   | Local          | Federal/State Loan   | 77,115           | -             | -              | -             | -        | -        | -              | -              |
|              |   | Local          | LOM                  | 46,383           | 42,421        | 93,402         | 18,408        | -        | -        | 154,231        | -              |
|              |   | Local          | Private              | 6,000            | -             | -              | -             | -        | -        | -              | -              |
|              |   |                | <b>Total</b>         | <b>497,818</b>   | <b>42,421</b> | <b>100,416</b> | <b>18,408</b> | <b>-</b> | <b>-</b> | <b>161,245</b> | <b>-</b>       |
| Revision:    | Adding \$7,014K Faster Safety Backfill (FSB) in FY23.   |                |                      |                  |               |                |               |          |          |                |                |

**Multimodal Transportation and Mitigation Options Fund (MMOF)****NEW ENTRY**

| Title:       | SH60 & Carlson Blvd Intersection Improvements   | Funding Source | Funding Program | Previous Funding | FY 23 Rolled | FY 23      | FY 24    | FY 25    | FY 26    | FY 23-26 TOTAL | Future Funding |
|--------------|---|----------------|-----------------|------------------|--------------|------------|----------|----------|----------|----------------|----------------|
| Sponsor:     | Johnstown   | Federal        | MMOF            | -                | -            | 250        | -        | -        | -        | 250            | -              |
| STIP ID:     | Unassigned  | Local          | L               | -                | -            | 250        | -        | -        | -        | 250            | -              |
| TIP ID:      | 2023-013  | Local          | LOM             | -                | -            | 50         | -        | -        | -        | 50             | -              |
| Type:        | Intersection Improvements   |                | <b>Total</b>    | <b>-</b>         | <b>-</b>     | <b>500</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>550</b>     | <b>-</b>       |
| Air Quality: | Exempt from Conformity Analysis   |                |                 |                  |              |            |          |          |          |                |                |
| Description: | Installation of traffic signal, crosswalks, directional ADA Ramps, pedestrian push buttons, and bike lanes on Carlson Blvd. |                |                 |                  |              |            |          |          |          |                |                |
| Revision:    | New project entry.  |                |                 |                  |              |            |          |          |          |                |                |

**NEW ENTRY**

| Title:       | 11th St Multimodal Improvements  | Funding Source | Funding Program | Previous Funding | FY 23 Rolled | FY 23 | FY 24 | FY 25 | FY 26 | FY 23-26 TOTAL | Future Funding |
|--------------|--|----------------|-----------------|------------------|--------------|-------|-------|-------|-------|----------------|----------------|
| Sponsor:     | Windsor  | Federal        | MMOF            | -                | -            | 450   | -     | -     | -     | 450            | -              |
| STIP ID:     | Unassigned   | Local          | L               | -                | -            | 450   | -     | -     | -     | 450            | -              |
| TIP ID:      | 2023-014   | Local          | LOM             | -                | -            | 581   | -     | -     | -     | 581            | -              |
| Type:        | Multimodal Improvements  |                | <b>Total</b>    | -                | -            | 1,481 | -     | -     | -     | 1,481          | -              |
| Air Quality: | Exempt from Conformity Analysis  |                |                 |                  |              |       |       |       |       |                |                |
| Description: | Construct new buffered bike facilities, add bicycle lane signage, roadway striping enhancements, existing RRFB modifications, raised concrete medians and bulb-outs, and ADA-compliant ramp improvements along 11th St from Greeley No. 2 to Sagewood Dr |                |                 |                  |              |       |       |       |       |                |                |
| Revision:    | New project entry.   |                |                 |                  |              |       |       |       |       |                |                |

**NEW ENTRY**

| Title:       | Weld County On-Demand Transit   | Funding Source | Funding Program | Previous Funding | FY 23 Rolled | FY 23 | FY 24 | FY 25 | FY 26 | FY 23-26 TOTAL | Future Funding |
|--------------|---|----------------|-----------------|------------------|--------------|-------|-------|-------|-------|----------------|----------------|
| Sponsor:     | Weld County   | Federal        | MMOF            | -                | -            | 343   | -     | -     | -     | 343            | -              |
| STIP ID:     | Unassigned  | Local          | L               | -                | -            | 114   | -     | -     | -     | 114            | -              |
| TIP ID:      | 2023-015  |                | <b>Total</b>    | -                | -            | 457   | -     | -     | -     | 457            | -              |
| Type:        | Transit   |                |                 |                  |              |       |       |       |       |                |                |
| Air Quality: | Exempt from Conformity Analysis   |                |                 |                  |              |       |       |       |       |                |                |
| Description: | Operating expenses to contract with Via Mobility to provide an on-demand transit program for individuals that are 60+ and/or disabled individuals within unincorporated Weld County and Johnstown |                |                 |                  |              |       |       |       |       |                |                |
| Revision:    | New project entry.  |                |                 |                  |              |       |       |       |       |                |                |

**NEW ENTRY**

| Title:       | COLT Route Expansion                                      | Funding Source | Funding Program | Previous Funding | FY 23 Rolled | FY 23 | FY 24 | FY 25 | FY 26 | FY 23-26 TOTAL | Future Funding |
|--------------|---|----------------|-----------------|------------------|--------------|-------|-------|-------|-------|----------------|----------------|
| Sponsor:     | Loveland  | State          | MMOF            | -                | -            | 462   | -     | -     | -     | 462            | -              |
| STIP ID:     | Unassigned  | Local          | L               | -                | -            | 462   | -     | -     | -     | 462            | -              |
| TIP ID:      | 2023-016  |                | <b>Total</b>    | -                | -            | 923   | -     | -     | -     | 923            | -              |
| Type:        | Transit   |                |                 |                  |              |       |       |       |       |                |                |
| Air Quality: | Exempt from Conformity Analysis                           |                |                 |                  |              |       |       |       |       |                |                |
| Description: | Operating funds for four years to add one new COLT route. |                |                 |                  |              |       |       |       |       |                |                |
| Revision:    | New project entry.  |                |                 |                  |              |       |       |       |       |                |                |

**NEW ENTRY**

| <b>Title:</b>       | <b>US34 Regional Mobiltiy Hub</b>   | <b>Funding Source</b> | <b>Funding Program</b> | <b>Previous Funding</b> | <b>FY 23 Rolled</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>FY 23-26 TOTAL</b> | <b>Future Funding</b> |
|---------------------|---|-----------------------|------------------------|-------------------------|---------------------|--------------|--------------|--------------|--------------|-----------------------|-----------------------|
| <b>Sponsor:</b>     | Greeley, CDOT   | State                 | MMOF                   | -                       | -                   | 5,000        | -            | -            | -            | <b>5,000</b>          | -                     |
| <b>STIP ID:</b>     | Unassigned  | Local                 | L                      | -                       | -                   | 3,333        | -            | -            | -            | <b>3,333</b>          | -                     |
| <b>TIP ID:</b>      | 2023-017  | Local                 | LOM                    | -                       | -                   | 16,667       | -            | -            | -            | <b>16,667</b>         | -                     |
| <b>Type:</b>        | Transit Capital   |                       | <b>Total</b>           | -                       | -                   | 25,000       | -            | -            | -            | <b>25,000</b>         | -                     |
| <b>Air Quality:</b> | Exempt from Conformity Analysis   |                       |                        |                         |                     |              |              |              |              |                       |                       |
| <b>Description:</b> | Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass, EV charging stations, and locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off. |                       |                        |                         |                     |              |              |              |              |                       |                       |
| <b>Revision:</b>    | New project entry.  |                       |                        |                         |                     |              |              |              |              |                       |                       |

**NEW ENTRY**

| <b>Title:</b>       | <b>Phemister Bridge and Trail</b>   | <b>Funding Source</b> | <b>Funding Program</b> | <b>Previous Funding</b> | <b>FY 23 Rolled</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>FY 23-26 TOTAL</b> | <b>Future Funding</b> |
|---------------------|---|-----------------------|------------------------|-------------------------|---------------------|--------------|--------------|--------------|--------------|-----------------------|-----------------------|
| <b>Sponsor:</b>     | Larimer County  | State                 | MMOF                   | -                       | -                   | 467          | -            | -            | -            | <b>467</b>            | -                     |
| <b>STIP ID:</b>     | Unassigned  | Local                 | L                      | -                       | -                   | 156          | -            | -            | -            | <b>156</b>            | -                     |
| <b>TIP ID:</b>      | 2023-018  | Local                 | LOM                    | -                       | -                   | 222          | -            | -            | -            | <b>222</b>            | -                     |
| <b>Type:</b>        | Bike and Ped  |                       | <b>Total</b>           | -                       | -                   | 845          | -            | -            | -            | <b>845</b>            | -                     |
| <b>Air Quality:</b> | Exempt from Conformity Analysis   |                       |                        |                         |                     |              |              |              |              |                       |                       |
| <b>Description:</b> | Construction of a pre-fabricated bridge (65-75' span) over Spring Creek and construct a 1,320 linear foot trail connecting the Prospect Road Underpass to the City of Fort Collins Gardens at Spring Creek. |                       |                        |                         |                     |              |              |              |              |                       |                       |
| <b>Revision:</b>    | New project entry.  |                       |                        |                         |                     |              |              |              |              |                       |                       |

## Environmental Justice Analysis – August 2022 Off-Cycle TIP Amendment

| Criteria  | SH60 and Carlson Blvd Intersection Improvements  |                               |
|---|--|-------------------------------|
| Project Information   |  |                               |
| Project included in the FY 2022-2025 TIP  | No   |                               |
| EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income   | No   |                               |
| Project Sponsor   | Johnstown  |                               |
| Project Type  | Intersection Improvements  |                               |
| Funding Source  | MMOF   |                               |
| Call Awarded  | 2022   |                               |
| Burdens   | Short Term (Construction)  | Long Term (Post Construction) |
| Bodily impairment, infirmity, illness, or death   | No   | No                            |
| Air, noise, and water pollution and soil contamination  | No   | No                            |
| Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services   | No   | No                            |
| Adverse impacts on community cohesion or economic vitality  | No   | No                            |
| Noise and vibration   | No   | No                            |
| Increased traffic congestion, isolation, exclusion, or separation   | No   | No                            |
| Additional Anticipated Burdens  | None Provided  |                               |
| Benefits  |  |                               |
| Decrease in travel time   | Yes  |                               |
| Improved air quality  | Yes  |                               |
| Expanded access to employment opportunities   | Yes  |                               |
| Improved access to transit options and alternative modes of transportation (walking and bicycling)  | Yes  |                               |
| Additional Anticipated Benefits   | A major retail center is coming to the south side of SH 60 with the first phase under construction. This signal will allow residents north of the SH 60 to access the employment center. A Park and Ride is also coming to the south side of SH 60 and the Traffic Signal will allow better access to this site. |                               |
| Outreach  |  |                               |
| The Town has been receiving inquiries from the public to make improvements to this location since the announcement of the new elementary and High School sites moving south of SH 60. After a warrant study confirmed a signal is warranted, the project was prioritized by the Town Council as a high priority. Public Meetings (council) have been held to discuss this project with no opposition from the public. |  |                               |

| Criteria   | 11 <sup>th</sup> St Multimodal Improvements   |                               |
|--|---|-------------------------------|
| Project Information  |   |                               |
| Project included in the FY 2022-2025 TIP   | No  |                               |
| EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income  | No  |                               |
| Project Sponsor  | Windsor   |                               |
| Project Type   | Multimodal Improvements   |                               |
| Funding Source   | MMOF  |                               |
| Call Awarded   | 2022  |                               |
| Burdens  | Short Term (Construction)   | Long Term (Post Construction) |
| Bodily impairment, infirmity, illness, or death  | No  | No                            |
| Air, noise, and water pollution and soil contamination   | No  | No                            |
| Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services  | No  | No                            |
| Adverse impacts on community cohesion or economic vitality   | No  | No                            |
| Noise and vibration  | Yes   | No                            |
| Increased traffic congestion, isolation, exclusion, or separation  | Yes   | No                            |
| Additional Anticipated Burdens   | Typical construction noise and traffic control are anticipated during regular working hours (striping removal, equipment noise).  |                               |
| Benefits   |   |                               |
| Decrease in travel time  | Yes   |                               |
| Improved air quality   | Yes   |                               |
| Expanded access to employment opportunities  | No  |                               |
| Improved access to transit options and alternative modes of transportation (walking and bicycling)   | Yes   |                               |
| Additional Anticipated Benefits  | Decrease in travel time and improved air quality could be benefits of this project if the existing RRFB crossing Main St east of the 11th St intersection is warranted to be removed and replaced by improvements at the SH392 & 11th St signalized intersection. The Town's current Design project includes evaluation of the existing RRFB crossing and analyses of each intersection along 11th St corridor. |                               |
| Outreach   |   |                               |
| Olsson will develop in 2022 a public engagement plan that incorporates coordination and collaboration with the Windsor Police Department, Windsor Community Recreation Center, Windsor High School, and the Development team(s). Includes time for coordination meetings during Design to listen to community members, knowing that community buy-in is critical to project implementation. One formal public meeting is assumed after developing preliminary design plans and coordination with the stakeholders. Olsson will develop exhibits for the public event and plan to attend the public open house meeting in person. |   |                               |

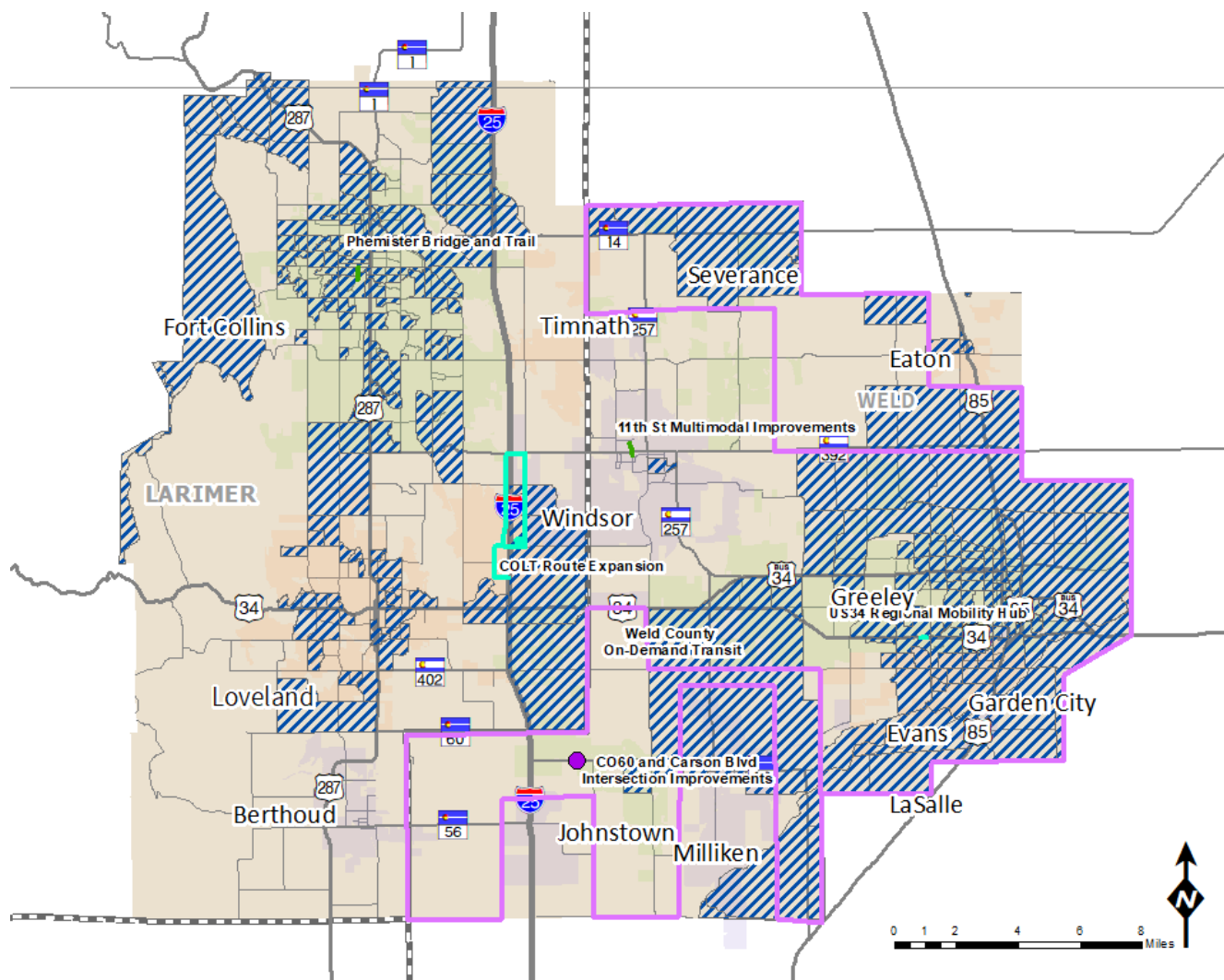
| Criteria   | Weld County On-Demand Transit   |                               |
|--|---|-------------------------------|
| Project Information  |   |                               |
| Project included in the FY 2022-2025 TIP   | No  |                               |
| EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income  | Yes   |                               |
| Project Sponsor  | Weld County   |                               |
| Project Type   | Transit   |                               |
| Funding Source   | MMOF  |                               |
| Call Awarded   | 2022  |                               |
| Burdens  | Short Term (Construction)   | Long Term (Post Construction) |
| Bodily impairment, infirmity, illness, or death  | No  | No                            |
| Air, noise, and water pollution and soil contamination   | No  | No                            |
| Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services  | No  | No                            |
| Adverse impacts on community cohesion or economic vitality   | No  | No                            |
| Noise and vibration  | No  | No                            |
| Increased traffic congestion, isolation, exclusion, or separation  | No  | No                            |
| Additional Anticipated Burdens   | None Reported   |                               |
| Benefits   |   |                               |
| Decrease in travel time  | Yes   |                               |
| Improved air quality   | Yes   |                               |
| Expanded access to employment opportunities  | Yes   |                               |
| Improved access to transit options and alternative modes of transportation (walking and bicycling)   | Yes   |                               |
| Additional Anticipated Benefits  | The on-demand project has numerous community benefits including giving a large portion of the population the ability to remain independent. Individuals will have greater access to employment opportunities. Air quality will be improved with this program due to ride share opportunities, which will reduce VMTs within the region as decrease travel time. |                               |
| Outreach   |   |                               |
| Weld County has been working with NFRMPO and Via Mobility to provide on-demand transit service to Weld County residents. A pilot on-demand transit program was introduced to many Weld County residents in mid/late 2021. Outreach to residents of Johnstown and unincorporated Weld County were done before, during and after the pilot program was conducted. Many individuals within the NFRMPO boundary utilized the service. Weld County and Johnstown are seeking funding to continue the service due to the success of the pilot program. |   |                               |



| Criteria  | COLT Route Expansion  |                               |
|---|---|-------------------------------|
| Project Information   |   |                               |
| Project included in the FY 2022-2025 TIP  | No  |                               |
| EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income   | Yes   |                               |
| Project Sponsor   | Loveland  |                               |
| Project Type  | Transit   |                               |
| Funding Source  | MMOF  |                               |
| Call Awarded  | 2022  |                               |
| Burdens   | Short Term (Construction)   | Long Term (Post Construction) |
| Bodily impairment, infirmity, illness, or death   | No  | No                            |
| Air, noise, and water pollution and soil contamination  | No  | No                            |
| Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services   | No  | No                            |
| Adverse impacts on community cohesion or economic vitality  | No  | No                            |
| Noise and vibration   | No  | No                            |
| Increased traffic congestion, isolation, exclusion, or separation   | No  | No                            |
| Additional Anticipated Burdens  | None Reported   |                               |
| Benefits  |   |                               |
| Decrease in travel time   | Yes   |                               |
| Improved air quality  | Yes   |                               |
| Expanded access to employment opportunities   | Yes   |                               |
| Improved access to transit options and alternative modes of transportation (walking and bicycling)  | Yes   |                               |
| Additional Anticipated Benefits   | Addition of a transit route improves access to human services and employment opportunities while improving air quality by reducing single occupancy vehicles. |                               |
| Outreach  |   |                               |
| This project is identified in the Connect Loveland Master Plan that is awaiting adoption and went through the public involvement process and public outreach associated with creating the plan. |   |                               |
| Upon notification of award additional public outreach targeted at residents within the service area will be performed following COLT's Title VI public involvement plan.                        |   |                               |

| Criteria  | US34 Regional Mobility Hub   |                               |
|---|--|-------------------------------|
| Project Information   |  |                               |
| Project included in the FY 2022-2025 TIP  | No   |                               |
| EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income   | Yes  |                               |
| Project Sponsor   | Greeley, CDOT  |                               |
| Project Type  | Transit Capital  |                               |
| Funding Source  | MMOF   |                               |
| Call Awarded  | 2022   |                               |
| Burdens   | Short Term (Construction)  | Long Term (Post Construction) |
| Bodily impairment, infirmity, illness, or death   | No   | No                            |
| Air, noise, and water pollution and soil contamination  | No   | No                            |
| Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services   | No   | No                            |
| Adverse impacts on community cohesion or economic vitality  | No   | No                            |
| Noise and vibration   | Yes  | No                            |
| Increased traffic congestion, isolation, exclusion, or separation   | No   | No                            |
| Additional Anticipated Burdens  | It is anticipated that the construction of the Mobility Hub will have short term noise and vibration burdens due to normal construction activities. These burdens will not occur post construction.  |                               |
| Benefits  |  |                               |
| Decrease in travel time   | Yes  |                               |
| Improved air quality  | Yes  |                               |
| Expanded access to employment opportunities   | Yes  |                               |
| Improved access to transit options and alternative modes of transportation (walking and bicycling)  | Yes  |                               |
| Additional Anticipated Benefits   | The project will provide for more efficient travel in the project area, encourage electric vehicles in the community, as well as providing non-motorized travel options. The Mobility Hub will be a connector for the residential area to the schools, Centerplace, and hospitals immediately surrounding the Mobility Hub, which are areas of employment opportunities. |                               |
| Outreach  |  |                               |
| The City of Greeley also has a very thorough public outreach process that will begin once the funding has been secured and continue throughout the construction phase. The City of Greeley has significant support for this project which was demonstrated as part of the 2021 RAISE grant application. Additionally, the Mobility Hub at Centerplace is included and shown as a part of <a href="#">LINKNoCo</a> . The City has received numerous support letters from the Governor, US Senators, NFRMPO and others attached. Additional Information can be found on the <a href="#">project website</a> . |  |                               |

| Criteria   | Phemister Bridge and Trail   |                               |
|--|--|-------------------------------|
| Project Information  |  |                               |
| Project included in the FY 2022-2025 TIP   | No   |                               |
| EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income  | Yes  |                               |
| Project Sponsor  | Larimer County   |                               |
| Project Type   | Bike and Ped   |                               |
| Funding Source   | MMOF   |                               |
| Call Awarded   | 2022   |                               |
| Burdens  | Short Term (Construction)  | Long Term (Post Construction) |
| Bodily impairment, infirmity, illness, or death  | No   | No                            |
| Air, noise, and water pollution and soil contamination   | No   | No                            |
| Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services  | No   | No                            |
| Adverse impacts on community cohesion or economic vitality   | No   | No                            |
| Noise and vibration  | Yes  | No                            |
| Increased traffic congestion, isolation, exclusion, or separation  | No   | No                            |
| Additional Anticipated Burdens   | We anticipate noise from earth-moving equipment to grade the trail and bridge. We do not anticipate closures of the Spring Creek Trail to construct the project as the Gardens on Spring Creek have already constructed their trail stub into their Great Lawn under a previous project. The bridge over Spring Creek will require "No-Rise" design in the flood plain to maintain existing flow and course. |                               |
| Benefits   |  |                               |
| Decrease in travel time  | Yes  |                               |
| Improved air quality   | Yes  |                               |
| Expanded access to employment opportunities  | Yes  |                               |
| Improved access to transit options and alternative modes of transportation (walking and bicycling)   | Yes  |                               |
| Additional Anticipated Benefits  | The project provides safe trail access for commuters. Air quality improved by reducing SOVs (7900 AADT - Center Ave). The trail connects 3 large activity centers (CSU Main & South Campus; Federal Center) and bi-directional transit stops for campus route (MMI 11 & 8) on Center Avenue.   |                               |
| Outreach   |  |                               |
| CSU Senior Engineering Students designed and cost-estimated the bridge and trail project for a Senior Capstone Project. The team presented this project at the City of Fort Collins Bicycle Open House. They also conducted a survey at the Gardens on Spring Creek of visitors to better understand demand for the trail. CSU and Bike Fort Collins conducted an open house at a student-housing development about the trail and risks of wrong-way riding. If awarded, CSU and City of Fort Collins through the SPAR process will conduct neighborhood outreach about the project. |  |                               |



## Legend

● Intersection Improvements

— Bike/Ped

— Paratransit

— Transit



County Boundary



NFRMPO Planning Area



August 2022  
Sources: CDOT, NFRMPO, ACS 2016-2020

**RESOLUTION NO. 2022-26**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE AUGUST 2022 OFF-CYCLE AMENDMENT TO THE**  
**FY2023-2026 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**, transportation projects programmed in the current TIP for FY2023-2026 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2023-2026 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2023-2026 TIP; and

**WHEREAS**, the August 2022 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

**WHEREAS**, the FY2023-2026 TIP remains fiscally constrained.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2023-2026 TIP by revising the following funding and projects:

- Faster Safety Backfill (FSB) funding:
  - Revising *North I-25: Design Build* by adding funding program Faster Safety Backfill (FSB) and adding \$7,014K in FY23.
- Multimodal Transportation and Mitigation Options Fund (MMOF) and Local funding:
  - Adding Johnstown’s new project *SH60 & Carlson Blvd Intersection Improvements* with \$250K Federal and \$300K Local funding in FY23.
  - Adding Windsor’s new project *11<sup>th</sup> St Multimodal Improvements* with \$450K Federal and \$981K Local funding in FY23.
  - Adding Weld County’s new project *Weld County On-Demand Transit* with \$343K Federal and \$114K Local funding in FY23.
  - Adding Loveland’s new Project *COLT Route Expansion* with \$462K State and \$462K Local funding.
  - Adding Greeley and CDOT’s new project *US34 Regional Mobility Hub* with \$5,000K State and \$20,000K Local funding in FY23.
  - Adding Larimer County’s new project *Phemister Bridge and Trail* with \$467K State and \$378K Local funding in FY23.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1<sup>st</sup> day of September 2022.

**Resolution No. 2022-26**

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: September 1, 2022**

**Re: 2045 RTP Update and Greenhouse Gas (GHG) Analysis**

### Background

At the August Planning Council meeting, NFRMPO staff presented the finalized GHG modeling analysis for the 2045 RTP 2022 Update as well as results of the GHG analysis for the required GHG reductions for the four compliance years. The NFRMPO was able to meet the required GHG Reductions specified in the rule with the projects and programs in the 2045 RTP as well as the projects and progress that have occurred in the region since the adoption of the 2045 RTP in September 2019.

As a reminder, the remainder of the schedule for the 2045 RTP 2022 Update and GHG Transportation Report adoption is:

- Public Comment Period for 2045 RTP 2022 Update Conformity Determination opens: August 26, 2022
- Planning Council Discussion: September 1, 2022
- Transportation Commission Workshop Discussion: September 14, 2022
- Transportation Commission Action: September 15, 2022
- Public Comment Period for 2045 RTP 2022 Update and GHG Transportation Report closes: September 17, 2022
- TAC Recommendation: September 21, 2022
- Public Comment Period for 2045 RTP 2022 Update Conformity Determination closes: September 25, 2022
- Conformity Determination Public Hearing: October 6, 2022
- Council Adoption of the 2045 RTP 2022 Update and associated Conformity Determination and the GHG Transportation Report: October 6, 2022

NFRMPO staff submitted the Draft GHG Transportation Report to both the Air Pollution Control Division (APCD) and the Transportation Commission (TC) on August 16, well in advance of the 45-day and 30-day deadlines prior to Planning Council's scheduled adoption of the 2045 RTP Update on October 6, 2022.

- The Draft GHG Transportation Report is available for review here:  
<https://nfrmpo.org/wp-content/uploads/2045-rtp-greenhouse-gas-report-08162022.pdf>
- The 2045 RTP 2022 Update is available for review here:  
<https://nfrmpo.org/wp-content/uploads/2045-rtp-amendment-08162022.pdf>



## Action

Staff requests Planning Council members review the 2045 RTP 2022 Update and Draft GHG Transportation Report and provide comments at the Planning Council Meeting.



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Alex Gordon**

**Date: September 1, 2022**

**Re: LinkNoCo/Premium Transit Analysis Update**

### BACKGROUND

Planning Council approved funding for the North Front Range Premium Transit Analysis, known as LinkNoCo, in February 2020. NFRMPO staff have worked with HDR to draft recommendations based on the three tasks included in the approved Scope of Work:

- Corridor identification, prioritization, and recommendation
- Funding
- Governance

Over the next few months, NFRMPO and HDR staff will finalize a recommendation for discussion with Planning Council. This recommendation is based on feedback from the general public, the Guidance Committee, and the Governance and Finance Policy Advisory Committee. The general schedule is:

- **September 21, 2022** – TAC discussion of draft recommendations and release draft document for 30-day public comment period
- **October 6, 2022** – Planning Council discussion of draft recommendations
- **October 16, 2022** – Close 30-day public comment period
- **October 19, 2022** – Anticipated TAC recommendation of Planning Council approval
- **November 3, 2022** – Anticipated Planning Council adoption of LinkNoCo

The recommendation will include:

- Three corridors for future study and implementation, including potential routing, stop location, and service plans
- Recommended phased governance structure for regional transit routes
- Funding tool to identify potential funding opportunities for each route

### ACTION

This is an informational item to update Planning Council on the schedule of the Planning Council-funded project, and to ensure TAC and Council members can review the LinkNoCo recommendations prior to adoption.

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Suzette Mallette**

**Date: September 1, 2022**

**Re: VanGo™ Update & Policy Modification**

### BACKGROUND

The VanGo™ program was started in the mid 1990's by the City of Fort Collins and was later taken over by the NFRMPO. The program has seen many ups and downs over the years but remains viable and a desired service. The program, at inception, had 10 vans and at one point in the mid 2000's had almost 100.

### COVID

In March 2020, the COVID-19 pandemic shut down service completely for two months except for essential workers. Seeking to adapt expeditiously to maintain participants and routes, the VanGo™ program introduced temporary COVID policies to correspond with the change of in-office work demand and additional work of the van Coordinators. The COVID Policy Exceptions, put in place in March 2020, included:

- Waive \$55 Seat Reservation Fee
- Reduce minimum occupancy limits
- Modify Reduced-Schedule participation to any 10-days during a month (an increase of two days and removal of assigned days)
- Add a ¼ time option—any five days in a month
- Increase Coordinator stipend to \$50 (from \$30)

As of August 1, 2022 the waived seat reservation fee has been eliminated and participants have either rejoined the program or left.

### Post (?) COVID

To adapt to the new landscape, the VanGo™ staff has proposed retaining some of the COVID policies on a permanent basis. These changes will be reflected in the VanGo™ Fare and Payment Policy, Coordinator Agreement, and Reduced Schedule Agreement. These are shown below:

- Dynamic minimum occupancy (route dependent)
- Change Reduced Schedule Option from two static days per week to any 10-days in a month and add ¼ time option—any five days during a month
- Coordinator stipend \$50 for routes with 4+ participants, \$30 for Reduced-Schedule Coordinators or routes with less than four participants.



## **ACTION**

Staff is requesting Planning Council discuss the potential policy changes to the VanGo™ program.

## VanGo™ Update & Policy Modifications



NFRMPO Council Meeting  
September 1, 2022



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## VanGo™ Program Facts

### March 2020

- 45 Active Routes
- 216 Participants
- 4.9 Occupancy Rate
- 11 New Participants 1/1/2020-12/31/2020
- No New Routes added

### August 2022

- 23 Active Routes
- 88 Participants
- 3.8 Occupancy Rate
- 20 New Participants 1/1/2022-8/1/2022
- 2 New Routes added



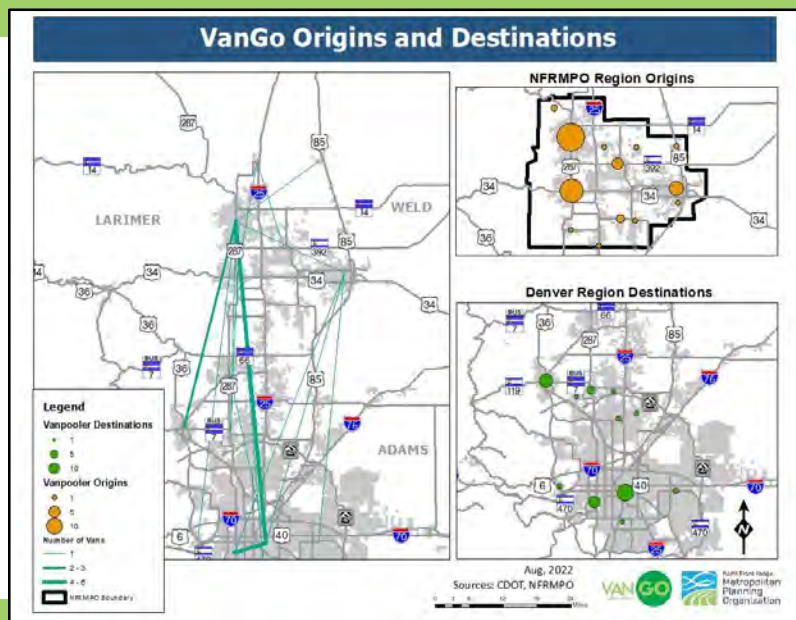
2

## VanGo™ Fleet Facts

- Active Fleet =32 (23 Route/9 Back-Up)
  - 12 Hybrids purchased 2021/2022 = 52% route vans
- Auction(ed) Fleet (calendar year 2022)=24
  - Average (to date) sale price \$15,006
- City of Ft. Collins and Greeley Maintenance
  - City of Loveland IGA was terminated



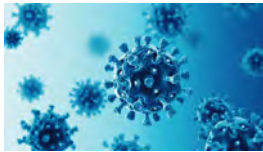
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## Original COVID Policy Exceptions

- Waive \$55 Seat Reservation Fee
- Reduce minimum occupancy limits
- Modify Reduced-Schedule participation to any 10-days during a month (an increase of 2 days and removal of assigned days)
- Add a ¼ time option—any 5-days in a month
- Increase Coordinator stipend to \$50 (from \$30)



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## COVID Policy Exceptions Effective 8/1/2022

- ~~Waive \$55 Seat Reservation Fee~~
- Reduce minimum occupancy limits
- Modify Reduced-Schedule participation to any 10-days during a month (an increase of 2 days and removal of assigned days)
- Add a ¼ time option—any 5-days in a month
- Increase Coordinator stipend to \$50 (from \$30)



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## Proposed New VanGo™ Policy

- Dynamic minimum occupancy (route dependent)
- Change Reduced Schedule Option from 2 static days per week to any 10-days a month and add ¼ time option—any 5-days during a month
- Coordinator stipend \$50 for routes with 4+ participants, \$30 for Reduced-Schedule Coordinators or routes with less than 4 participants.



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VanGo Budget 2023

| Expenses              |                       |                               |
|-----------------------|-----------------------|-------------------------------|
| Vehicle Purchase      | \$400,000             | 10 vans                       |
| Outreach              | \$50,000              |                               |
| Operations            | \$550,000             |                               |
| <b>Annual Budget</b>  | <b>\$1,000,000</b>    |                               |
| Revenue               |                       |                               |
| Fares                 | \$200,000.00          |                               |
| Van sales             | \$130,000.00          |                               |
| FC Exchange funds     | \$670,000.00          | Receive about \$500k annually |
| <b>Annual Revenue</b> | <b>\$1,000,000.00</b> |                               |

Currently exchange funds not enough to cover annual budget

Exchange funds dependent on vanpool miles operated - down with Covid

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## **Statewide Transportation Advisory Committee (STAC) Summary – August 4, 2022**

<https://youtu.be/u7zAofgmp6k>

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director
  - FHWA's Safe Streets and Roads For All (SS4A) grant cycle is open; applications are due September 15. Local agencies are eligible but not the State. However, CDOT is open to discussing aid in eligible projects.
  - 2022 RAISE Grant award announcements are expected within the next week or so. We have no word yet on the announcement of Multimodal Projects Discretionary Grants (MPDG).
  - The Technical Rulemaking Hearing is scheduled for September 2 at 10AM to amend the 2 CCR 601-22 Planning Rule. You can sign up to participate at the [CDOT Rules webpage](#). Proposed amendments will clarify the Greenhouse Gas Reduction related restrictions on use of funds and add a rural representative to the State Interagency Consultation Team (IAT).
- 2) Environmental Justice & Equity Branch Overview - Marsha Nelson, Chief Equity Officer
  - In the Spring of 2021, SB260 created the Equity and Environmental Justice (EEJ) Branch as well as the Chief Equity Officer position.
  - The Branch has a Civil Rights and Business Resource Center with 2 elements: Project Delivery and External Programs.
  - Some exciting initiatives and opportunities via the EEJ Branch include: Emerging Small Business (ESB), Connect2DOT, CDOT ESB Mentor Protege Program, etc.
    - The Mentor Protege program is not limited to DBEs (Disadvantaged Business Enterprises), ESBs are welcome too and EBS are Race and Gender Neutral.
  - Environmental Justice (EJ) is another area of the Branch. It is an area looking to increase engagement and outreach to impact decision making. Opportunities exist to enhance use of GIS mapping to support project staff to engage with impacted communities as well as increased use of census data and a more robust statistical analysis in decision making.
  - Workforce Development contains 2 elements, on the job training (OJT) Supportive Services (only for FHWA construction) and Highway Construction Workforce Partnership Grant - Commercial Drivers License Pipeline
  - The Branch is charting a new course focused on integrating and connecting all of CDOT
    - EQUITY360 is a branch within the Office of the Chief Engineer and has the mission of developing the best and most efficient route to equity, inclusion, and cohesiveness. EQUITY360 will have 4 guiding principles: Proactive Compliance; Creativity and Innovation; Knowledge; and Humility and Respect.
  - Combining varying regulations with varying scopes is a challenge that can be solved through collaboration wherein CDOT has an opportunity to be a national leader in equity, diversity, and inclusion.

### **STAC Discussion**

- Is there opportunity for interaction between CDOT and local municipalities/ agencies regarding equity and environmental justice? *Yes. Local Agencies oftentimes have stronger relationships with local business and residents, so tapping into these relationships is an important aspect of this collaboration.*
- Is there a metric to measure how much EJ there is on a given project? *Yes, it is currently in the development stage.*

- What does the robust training series for CDOT personnel on Transportation Equity and Environmental Justice expectations entail? *There has previously been work done at CDOT to define equity.*
  - What does equity mean from a global perspective? *Helping planners and decision makers by creating a training program that teaches them to see inequities and EJ in transportation.*
  - North Front Range MPO has a new Equity, Diversity and Inclusion (EDI) board that is happy to share expertise with and collaborate with CDOT's new EJ Branch.
- 3) GHG and 10-Year Plan Update – Rebecca White, Director, Division of Transportation Development, and Theresa Takushi, Greenhouse Gas Program Specialist
- Overview of Compliance Requirements
    - SB 21-260 sets a deadline for CDOT, DRCOG, and NFRMPO to have updated, compliant plans by October 1, 2022 where CDOT's obligation is for non-MPO areas only. Regionally Significant Projects must be modeled, although modeling can also include any project that would be expected to reduce greenhouse gas emissions.
    - CDOT's required reduction levels are 0.12 in Million Metric Tons (MMT) of CO<sub>2</sub>e by 2025; 0.36 by 2030; 0.30 by 2040; and 0.17 by 2050 (with reduction levels being from baseline emission levels).
  - Process for Demonstrating Compliance
    - There is a five-step process to demonstrate compliance: Step 1 - establish Baseline GHG Values for 2025 and 2030; Step 2 - Model and develop an updated plan for 2025 and 2030; Step 3 - Further Examine other key factors; Step 4 - evaluate GHG Mitigation Measures (land use, transit, TDM, and MD/HD); and Step 5 - Final compliance results (modeling + mitigation measures)
  - 10-Year Plan Update Timeline and Next Steps
    - Next steps include: completing compliance analysis for 2025 and 2030; scenario modeling to determine compliance for 2040 and 2050; preparing a GHG Report and Mitigation Action Plan (rule requirement); and a final results and compliance demonstration in September.
    - At the next STAC, the plan is to walk STAC through the entire updated 10-year plan package and it will then transition over to the Transportation Commission for approval.
- 4) Other Business - Vince Rogalski, STAC Chair
- Discussions on the Election of the STAC Chair and Vice Chair. Their terms will expire in September, with elections scheduled for October at the in-person STAC meeting.
  - Vince Rogalski and Heather Sloop both expressed interest in reelection.
  - Next STAC Meeting is scheduled for September 1, 2022