



Date: November 29, 2022

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

State Consideration of the Ozone State Implementation Plan

The Air Quality Control Commission's consideration of the "Severe" and "Moderate" ozone plans are building towards the Commission's December 13-16 public hearing. Two recent developments require RAQC Board consideration and ultimately, direction to staff.

1. Increased Estimates for Oil and Gas Emissions Results in a Proposed Withdrawal of Portions of the Severe Plan

The Air Pollution Control Division (APCD) identified an error in the calculation methodology utilized to quantify emissions associated with oil and gas pre-production activity, including drilling, fracking, and well venting. This results in a significant increase in calculated NO_x emissions, requiring updates to the Severe SIP's emission inventories, modeling, demonstration of attainment, and other impacted sections of the Plan.

Because of the significant effort required to address these issues, the APCD is proposing to temporarily withhold chapters 3, 4, 5, and 11 of the Severe SIP in order to update the inventories and corresponding modeling. The RAQC has expressed support for this approach during the prehearing process and looks forward to working with the APCD and stakeholders to properly address the identified emissions and technical issues.

We anticipate that properly revised SIP Chapters will be re-introduced to the RAQC Board and the AQCC in 2023, along with an assessment of emission control approaches for the significant oil and gas pre-production emissions that have emerged. The APCD and the RAQC have also committed to develop and advance significant additional control measures with the goal of achieving compliance with both ozone standards by 2027.

RAQC staff will request the Board's endorsement of this approach at the December 2 Board meeting.

2. Proposed Deletion of Reformulated Gasoline References from the Severe SIP

The APCD has proposed to delete references to the federal reformulated gasoline requirements from the Severe SIP. The Severe SIP was initially prepared to account for this federal requirement, which is a consequence of a severe ozone nonattainment classification.

The Board-approved Chapter 15 provided an informational overview of the RFG requirement, and the APCD proposes to remove this Chapter and all other references to RFG as an unnecessary element of the Severe SIP. The State has implored the EPA to grant Colorado flexibility in how it achieves air quality goals without the mandate of reformulated gasoline, and the EPA replied that RFG is required by law beginning in mid-2024. Speculatively, including detailed references to RFG in the SIP document might complicate future efforts of the State to receive a waiver from this requirement.

The RAQC Board approved the initial plan with a robust RFG discussion and references to many other "non-SIP" emission reduction measures to provide the reader with a full picture of the air quality improving programs for the nonattainment area. Though the APCD is correct that it is not necessary for the State to approve RFG as part of the SIP, and that references to RFG are not necessary, omitting even the most general reference to RFG is not consistent with how the full air quality picture for the nonattainment area is presented in the proposed Severe SIP. Presently, numerous non-SIP control measures are presented in Chapter 5's "Weight of Evidence" discussion, and it would be appropriate to at least list RFG in this context.

RAQC staff will recommend that the RAQC Board not oppose the State's proposed removal of Chapter 15 and all other references to RFG in the Severe SIP, and instead include appropriate reference to RFG as a federally mandated emission reduction program in the Severe SIP's Weight of Evidence discussion in Chapter 5 when this chapter undergoes revisions and is re-proposed to the RAQC Board and Air Quality Control Commission in 2023 (as discussed in item 1. above).

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: December 1, 2022

Re: NFRMPO Air Quality Program Updates

Background

Ozone SIP Hearing

The Air Quality Control Commission (AQCC) is holding a rulemaking hearing beginning on December 14, 2022 on the proposed 2008 Severe Ozone State Implementation Plan (SIP) and proposed 2015 Moderate SIP and associated rule revisions. In November, the Air Pollution Control Division (APCD) announced changes to both proposed SIPs, including changes to the Motor Vehicle Emission Budgets (MVEBs). The APCD is temporarily withdrawing the MVEBs in the Severe SIP to allow time to update the attainment demonstration after discovering an error in the estimated emissions from oil and gas pre-production activities. For the Moderate SIP, the APCD is lowering the MVEBs to account for more detailed fuel specifications. NFRMPO staff reviewed the proposed changes to the MVEBs and finds the changes appropriate. The NFRMPO is not a party to the rulemaking and does not plan to submit public comment.

Greenhouse Gas (GHG) Transportation Planning Standard

The Intergovernmental Agreement between NFRMPO, CDOT, and CDPHE on modeling for the GHG Planning Standard remains in development. A draft of the IGA will be provided to Planning Council for review prior to the Planning Council meeting on January 5, 2023.

NFRMPO staff continue to participate in CDOT-convened meetings on how to measure and prioritize equity for Disproportionately Impacted (DI) Communities with GHG mitigations for an upcoming amendment to [Policy Directive \(PD\) 1610: Greenhouse Gas Mitigation Measures](#). The Transportation Commission (TC) is scheduled to act on the Amendment at their meeting on December 15, 2022.

Action

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



Larimer County Mobility Committee (LCMC)—MINUTES
November 17th, 2022
1:30 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Connie Nelson-Cleverley, SAINT
- Megan Kaliczak, zTrip
- Nicole Limoges, Larimer County Office on Aging
- Diana Squire, Cheyenne VA Hospital
- Katlyn Kelly, Transfort/City of Fort Collins
- Ari Edgley, Foothills Gateway
- Jan Rowe, CDOT DTR
- Vanessa Solesbee, Town of Estes Park
- Ruth Fletcher-Carter, RAFT
- Greg Goettsch, Qualified Listeners
- Kaley Zeisel, Transfort

NFRMPO staff: Cory Schmitt, Hanna Johnson, Alex Gordon, Sheereen Ibtesam

2. Review of Agenda

3. Public Comment (2 minutes each)

No public comments were received.

Approval of November Meeting Minutes

Solesbee motioned to approve the September minutes. Limoges seconded the motion, and it was approved unanimously.

PRESENTATION

1) TDM Action Plan & TMO Next Steps – Gordon

Gordon gave an overview about Transportation Demand Management (TDM) plan. Next steps include creation of a Transportation Management Organization (TMO) with the US 34 Coalition. The RideNoCo Trip Discovery tool will be leveraged for TDM purposes, and Jerome Rouser, another NFRMPO Planner, is working with NoCo Bike & Ped to get a Safe Routes to School committee. A TDM work group will be created to discuss TDM topics and foster partnerships with TDM stakeholders.

RIDENOCO UPDATES

Schmitt gave an update about RideNoCo, including progress on the Trip Discovery Tool and Trip Scheduling phases.

Schmitt went over updates on Phase Three of the Trip Scheduling Steering Committee. The Steering Committee met four times over five months and came to agreement on utilizing Transactional Data Specifications (TDS) and working with two volunteer provider software vendors currently used by local providers to make platforms TDS compliant. RideNoCo will procure RideSheet as a customer relationship management (CRM) tool and advanced call center log. The Steering Committee envisions that these technology investments will improve communication and coordination between providers.



In 2023, RideNoCo will convene a volunteer provider working group to further coordination efforts. RideNoCo will utilize TDS compliant software by the end of 2023. RideNoCo will lead the region's transportation providers to utilize TDS compliant software in the next 3-7 years.

The NFRMPO released a call for projects to provide funding for small, non-profit transportation providers who adopt TDS-compliant software platforms. This will cover up to 80% of annual costs with agency's scheduling software platform for 2023, 2024, 2025. Applications closed on 11/10/22. Funding decisions are coming soon.

DISCUSSION ITEMS

1) Mobility Case Studies – All

a. Case Study #1:

Johnson went over a mobility case study as a conversation problem solving activity. Scenario #1 involved a 13-year-old child with an intellectual developmental disability living in Loveland and needing transportation to Fort Collins for school Monday-Friday. The school does not want to utilize a taxicab for an unaccompanied minor.

Kaliczak mentioned that zTrip works with Colorado Springs operation with DHS, and does a lot of transportation for school kids. State of Colorado can contract with a ride provider to do direct transportation service that could be funded by the state, if individual qualifies for program under state i.e. Medicaid.

Johnson replied to Kaliczak's proposal as a good solution.

Fletcher-Carter mentioned the Loveland School District contracting with private providers for students who may have been displaced due to fires, causing them to live outside of the School District bussing areas. She suggested that volunteer driver programs could provide a solution through a reimbursement from the district.

Johnson mentioned the HopSkipRide program used in the Denver metro area and Boulder was specifically designed for school students. Johnson discussed with Schmitt the possibility of having a school district representative on the Mobility Committees as a goal for 2023.

Kaliczak asked what public transportation options were an option. Johnson noted that this particular child was not able to ride the FLEX unaccompanied according to the person calling on their behalf, but the FLEX may be an option in other situations.

Kaliczak mentioned Dial-a-Ride as a more highly regulated service that can be pre-scheduled.

Schmitt mentioned that even though the school did not want to utilize a taxicab, zTrip was the only option. This caller did not follow up, which typically means situation was addressed.



b. **Case Study #2:**

Johnson read the mobility case study Scenario #2 which involved a 73-year-old needing transportation to and from a surgery in 2 weeks from LaPorte to the Medical Center of the Rockies in Loveland. Her surgery is under anesthesia, and she wants to avoid spending the night in hospital if possible. She is willing to pay for transportation to avoid spending the night in the hospital.

Kaliczak mentioned zTrip drivers cannot sign off on patient discharging from hospital, but a family member could be transported and signing off for patient discharge and transport both of them. Fletcher-Carter mentioned that she considers RAFT as a neighbor-to-neighbor service and driver is considered giving the patient as giving a friend a ride and transporting to and from the hospital. Schmitt had question for Kaliczak if it would only apply to the ride from the hospital to home for patient with anesthesia to have a companion, but the ride to the hospital the patient can go alone. Kaliczak replied yes to Schmitt's question that patient would not have to ride with a companion to the hospital, they could go alone.

Nelson-Cleverly mentioned that from her experience with the hospital she had to sign off for patient discharge. Also mentioned there was a lot of anecdotal information going around and would be better to go to the source for information.

Johnson stated we could possibly get a spreadsheet for medical providers for post-anesthesia surgery.

Goettsch noted that Qualified Listeners serves veterans, and they make arrangements with the hospital before and make sure everyone is on board with who is signing the patient out.

Schmitt asked Goettsch if there was a formal process or procedure is needed or ad hoc case-by-case basis.

Goettsch replied to Schmitt there is a procedure but he is personally removed from making those arrangements these days so he will have to check.

Schmitt replied that can use existing policies and procedures in place and adapt that shared knowledge with other providers to leverage that shared knowledge.

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2) Post-Anesthesia/Sedation Transportation – All

Johnson proposed a question of current transportation provider policies/practices of who can take people after anesthesia/sedation under what conditions. Should we try to loop in more “highly specialized” commercial/medical transportation providers?

Johnson proposed checking with private ambulance companies or fire departments if they are able to provide specialized transportation. She will report findings at an upcoming meeting.

Fletcher-Carter mentioned to check with Heart & Soul. Johnson stated that she has already reached out to Jason with Heart & Soul and is waiting for an answer.

3) 2023 Calendar and Goals – All



Schmitt mentioned at the October Joint Mobility Meeting, members expressed a desire to move to 4 joint meetings in 2023.

Schmitt asked committee members what their preference was for 2023 meeting dates:

47.6% selected all MC meetings move to 4th Tuesday

28.6% selected LCMC continues to meet on 3rd Thursday

14.3% said for all to move to 3rd Thursday

Based on the virtual chat vote, most voted no preference for meeting date. The next LCMC meeting will be January 24th, 2023. LCMC members agreed that the joint mobility committee should have a new name- the NCMC (Northern Colorado Mobility Committee).

WORKING GROUPS

1) Recruitment Working Group – Schmitt/All

a. None this month

b. **Next Steps:**

i. None this month

2) Outreach and Education Working Group –All

a. **Next Steps:**

i. Johnson went over the Travel Training Goals & Vision.

ii. 4 components include:

1. Modular & Adaptable
2. Informative & Educational
3. Assessing & Reporting
4. Complementary

iii. 2 phases

iv. Phase 1- in-person presentations with partner groups, webinars for professionals, and “round trip conversations” with users

v. Phase II- Self-Guided “chose your own path” online travel training

Johnson went over potential modules which include: RideNoCo Tools, NEMT, Volunteer Transportation, Veteran Transportation, Public Transit, DriveNoCo, Commercial Services, and Multi-Modal options.

Johnson asked members if there were additional modules to add.

Fletcher-Carter proposed module with transportation outside of NoCo region like airport.

Johnson liked that idea.

b. Johnson proposed based on feedback from members to have a Temporary Disability module.

c. Fletcher-Carter mentioned RAFT serves temporary and permanent disability.

d. Kaliczak would like module on Medicaid Non-medical transportation as well as urgent medical transportation through State of Colorado, and zTrip also serves NEMT Intelliride.



TRANSFORT & COLT NEWS AND UPDATES

Schmitt announced Transfort is hiring bus operators.

LCMC MEMBER UPDATES

Fletcher-Carter announced RAFT has a new location at 328 Massachusetts Ave in Berthoud.

Goettsch announced that Qualified Listeners covers Colorado, Southern Wyoming, and has recently opened an office Albuquerque, New Mexico.

Limoges announced that the Larimer County Office on Aging request for proposals for older adults has not been posted yet, but it will be posted soon. Because of holidays it will be open for 6 weeks for agencies to submit requests for proposals.

Kaliczak announced that zTrip local call center has new reps and dispatchers, and they're learning on the phone, and better staffing will mean better eyes on the road and more timely services. zTrip is working on getting more vehicles which will enable them to get more drivers on the road.

Goettsch motioned to close the meeting and Kaliczak second the motion.

Final Public Comment (2 minutes each)

Next Month's Agenda Topic Suggestions

None

Upcoming Meetings:

- a. **LCMC Meeting:** 4th Tuesday, January 24th, 2023.

MEMORANDUM

To: NFRMPO Council

From: Michelle Edgerley & Rachel Stillwell

Date: December 1, 2022

Re: CY 2022 3rd Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 3rd 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.)

MPO Highlights-3rd Quarter

The third quarter MPO financials for both revenue and expenses are catching up as CDOT billings have been submitted. The September CDOT billing was submitted in the 4th quarter.

Items will be reconciled with the calendar year end in preparation for Audit.

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

VanGo™ Highlights-3rd Quarter

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

Sale prices for fleet vehicles increased due to demand.

September's Indirect Cost (IDC) not included in total.

Detailed 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 Third Quarter Unaudited Financial Statements dated September 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 2022 indirect cost rate was calculated using the 2020-2021 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 Nine Months Ending September 30, 2022

ASSETS

Cash and Cash Equivalents	\$379,923
Cash-Savings	
Investments	668,434
Receivables	(147,371) *
Prepays	9,150
Due From Other Funds	174,569
Capital Assets, net	8,608
Grant Receivables for Long Term Liabilities	
Total Assets	<u>1,093,313</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	47,179
Deferred Revenue	(27,005)
Advances From Other Funds	691,219
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	41,493
Total Liabilities	<u>752,886</u>

FUND BALANCE

Unreserved	474,589
Current Year Revenue over (under) Expenditures	(134,162)
Total Fund Balance	<u>340,427</u>

Total Liabilities and Fund Balance 1,093,313

* - Reviewing 2022 A/R detail to trace invoices & payments

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

	2022 September	2022 Year to Date	2022 Budget	Variance	% Complete	
REVENUE						
FHWA-Federal Income-CPG	\$145,025	\$489,791	\$760,795	\$271,004	64.38%	(1)
FHWA-Federal Income-STBG	16,412	48,727	459,918	\$411,191	10.59%	(1)
FTA-Federal Income-5310	24,336	62,295	54,000	(\$8,295)	115.36%	(1)
Federal Pass Through				\$0		
State Funds_MMOF	37,673	149,450	264,884	\$115,434	56.42%	(1)
State Planning Funds	15,556	20,853	120,000	\$99,147	17.38%	
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>239,002</i>	<i>773,614</i>	<i>1,684,597</i>	<i>910,983</i>	<i>45.92%</i>	
Local Match-Member Entities	78,233	314,686	272,145	(42,541)	115.63%	(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>78,233</i>	<i>311,124</i>	<i>538,869</i>	<i>227,745</i>	<i>57.74%</i>	
Other Funds						
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	3,447	4,921		(4,921)		
Use of Reserves						
<i>Subtotal Other Revenue Sources</i>	<i>3,447</i>	<i>4,921</i>	<i>0</i>	<i>(4,921)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	320,682	1,089,659	2,250,367	1,160,708	48.42%	
EXPENDITURES/EXPENSES						
Administration	31,635	112,061	218,917	106,856	51.19%	
Transportation Planning	186,841	489,663	795,712	306,049	61.54%	
Mobility Management	12,946	41,840	36,828	(5,012)	113.61%	
<i>Subtotal Payroll Expense</i>	<i>231,422</i>	<i>643,564</i>	<i>1,051,457</i>	<i>407,893</i>	<i>61.21%</i>	
Professional Services & Consulting	78,509	390,608	895,253	504,645	43.63%	(5)
<i>Subtotal professional Services & Consulting</i>	<i>78,509</i>	<i>390,608</i>	<i>895,253</i>	<i>504,645</i>	<i>43.63%</i>	
Fleet Expense						
Insurance Expense			3,606	3,606		
Office Furniture/Equipment (non-cap)	129	2,418	9,027	6,609	26.79%	
Office Supplies	166	760	1,691	931	44.94%	
Communications (phone/data/fax)	3,749	12,128	15,903	3,775	76.26%	
Postage	136	262	701	439	37.38%	
Printing						
Rent	42,023	129,048	166,376	37,328	77.56%	
Credit Card Fees (VanGo)						
Other Office Operating (Facility, Repairs, Furniture move)	317	817	5,294	4,477	15.43%	
Dues, licensing and Subscriptions	6,188	10,490	10,692	202	98.11%	
Maintenance Contracts - Copier maintenance/usage	2,478	8,986	16,911	7,925	53.14%	
Software maintenance	640	42,695	100,550	57,855	42.46%	
Outreach	710	8,950	4,885	(4,065)	183.21%	
Other Operating Costs	1,361	5,053	5,924	871	85.30%	
Bad Debt (VanGo)						
Event/Meeting Expense	588	2,751	11,349	8,598	24.24%	
Indirect Costs	(12,867)	(43,063)	(104,626)	(61,563)	41.16%	(4)
Travel/Conference/Training Expense	1,781	8,354	47,876	39,522	17.45%	
Capitalized Equipment /Vehicles			7,500	7,500		
Interest Expense						
Loan Payments						
Pass through Expenses						
<i>Subtotal Other Expenses</i>	<i>47,399</i>	<i>189,649</i>	<i>303,659</i>	<i>114,010</i>	<i>62.45%</i>	
Total Expenditures/Expenses	357,330	1,223,821	2,250,369	1,026,548	54.38%	
Excess(Deficiency of Revenue over Expenditures)	(36,648)	(134,162)	(2)	134,160	-5.96%	

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

- 1) September 2022 CDOT Invoices recorded in 4Q 2022 (Total = \$76,350).
- 2) Adjusting entry for 2021, no 2022 activity expected.
- 3) Reconciling local match invoices/payments in 4Q 2022.
- 4) 2022 Transfers between MPO & VanGo to be reconciled & recorded by year end.
- 5) Planning/Mobility Program invoices for 3Q to be recorded and paid in 4Q. Expect 4Q totals to be higher than prior quarters.

VanGo
Statement of Net Position
For the Nine Months Ending September 30, 2022

ASSETS

Cash and Cash Equivalents	\$726,435
Investments	4,119,523
Receivables	475,435
Advances to Other Funds	691,219
Capital Assets, net	<u>467,959</u>
Total Assets	<u><u>6,480,571</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	77,112
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	<u>3,932</u>
Total Liabilities	<u><u>262,793</u></u>

FUND BALANCE

Unreserved	6,326,902
Current Year Revenue over (under) Expenditures	<u>(109,124)</u>
Total Fund Balance	<u><u>6,217,778</u></u>

Total Liabilities and Fund Balance	<u><u><u>6,480,571</u></u></u>
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VANGO
Revenue, Expenditures Changes in Fund Balance
For the Nine Months Ending September 30, 2022

	2022 September	2022 Year to Date	2022 Budget	Variance	% Complete	
REVENUE						
Program Revenue - Fares	30,265	92,139	167,524	75,385	55.00%	(1)
Sale of Vehicles	54,780	148,755	80,000	(68,755)	185.94%	(2)
City of Fort Collins Funds			508,886	508,886	0.00%	(3)
<i>Subtotal VanGo Revenue-All Sources</i>	<i>85,045</i>	<i>240,894</i>	<i>756,410</i>	<i>515,516</i>	<i>31.85%</i>	
Miscellaneous Revenue						
Interest Earned	22,666	32,401		(32,401)	0.00%	
Gain on Sale of Fixed Assets						
<i>Subtotal Other Revenue Sources</i>	<i>22,666</i>	<i>32,401</i>		<i>(32,401)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	107,711	273,295	756,410	483,115	36.13%	
EXPENDITURES/EXPENSES						
Fleet Expense						
Fleet Insurance	22,694	69,417	104,299	34,882	66.56%	
Fleet Motor Fuel & Oil	18,292	44,872	55,212	10,340	81.27%	
Fleet Repairs & Maintenance	11,761	45,615	85,071	39,456	53.62%	
Fleet Repairs & Maintenance-Insurance Deductible	1,000	3,000	5,830	2,830	51.46%	
Guaranteed Ride Home			200	200	0.00%	
Fleet Other	579	1,984	1,909	(75)	103.93%	
Depreciation						(4)
<i>Subtotal Fleet Expense</i>	<i>54,326</i>	<i>164,888</i>	<i>252,521</i>	<i>87,633</i>	<i>65.30%</i>	
VanGo Payroll	27,072	72,811	138,227	65,416	52.67%	
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	1,404	5,194	10,000	4,806	51.94%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			1,078	1,078	0.00%	
Dues, Licensing and Subscriptions	529	1,107	1,028	(79)	107.68%	
Maintenance Contracts - Copier maintenance/usage	22,739	22,838	28,443	5,605	80.29%	
Bad Debt	0	(94)	1,000	1,094	-9.40%	
Rideshare Promotion	179	7,996	40,042	32,046	19.97%	
Event/Meeting Expense				0		
Indirect Costs	12,867	43,063	104,625	61,562	41.16%	(5)
Travel/Conference/ Training	45	260	4,553	4,293	5.71%	
Interest Expense				0		
Capitalized Equipment/Vehicles	0	69,190	370,000	300,810	18.70%	(6)
Transfer to MPO	0	(4,834)	264,884	269,718	-1.82%	(7)
Budget Only - Use of Reserves			(461,159)	(461,159)	0.00%	
<i>Subtotal Other Expenses</i>	<i>37,763</i>	<i>144,720</i>	<i>364,560</i>	<i>219,840</i>	<i>39.70%</i>	
Total Expenditures/Expenses	119,161	382,419	756,408	373,989	50.56%	
Excess(Deficiency) of Revenue over Expenditures)	(11,450)	(109,124)	2	109,126	-14.43%	

1) Ridership income consistent with 2Q totals but still less than forecasted. Total includes \$12k for insurance payments for damage to vehicles.

2) Received three payments for the sale of used fleet vehicles. Due to increased demand for used cars, sales prices have increased.

3) Expect to invoice in 4Q 2022.

4) Depreciation to be recorded at year end (annual adjustment).

5) September's IDC not included with total (average monthly amount \$5.4k). IDC is calculated based on salary & benefits.

6) Vehicles purchased March & April. Expect additional vehicles to be purchased later in 2022.

7) Funds transfer between MPO & VanGo accounts will be reconciled & recorded in 4Q 2022.

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

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Federal 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	760,795	699,133	61,662 CPG
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	667,026	146,402	520,624 STP
Total Highway Planning and Construction Cluster			1,427,820	845,535	582,286
 <i>Transit Services Programs Cluster:</i>					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	22-HTR-ZL-00166	115,000	47,870	67,130 5310 Urban
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	22-HTR-ZL-00167	28,400	21,032	7,368 5310 Rural
Total Transit Services Programs Cluster			143,400	68,902	74,498
Total U.S. Department of Transportation			1,571,220	914,437	656,784
Total Federal Financial Assistance			<u>\$ 1,571,220</u>	<u>\$ 914,437</u>	<u>\$ 656,784</u>

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

	Account	Balance as of September 30, 2022		
Institution	Number	MPO	VanGo	Total
Cash				
1st National Bank	8629	379,848		379,848
1st National Bank	7343		726,435	726,435
Petty Cash		75		75
Total Cash		379,923	726,435	1,106,358
Investments				
COLOTRUST	8001	668,434	4,119,523	4,787,957
Total Investments		668,434	4,119,523	4,787,957
Total Savings and Investments		1,048,357	4,845,958	5,894,315

<i>Operating Reserves MPO</i>	<i>Operating Reserves VanGo</i>	<i>Capital Reserve VanGo</i>	<i>Reserved for Specific Use VanGo</i>	<i>Other MPO</i>	<i>Other VanGo **</i>	<i>Total</i>
				379,848		379,848
					726,435	726,435
				75		75
0	0	0	0	379,923	726,435	1,106,358
414,187	161,972	467,959	653,731	217,388	2,872,720	4,787,956
414,187	161,972	467,959	653,731	217,388	2,872,720	4,787,956
414,187	161,972	467,959	653,731	597,311	3,599,155	5,894,315

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

(0)

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date		Agenda Item	Submitted By																					
December 1, 2022 WINDSOR		FY2023-2025 Additional Allocations	AnnaRose Cunningham																					
Objective/Request Action																								
To discuss options for allocation additional funds for Fiscal Years 2023-2025 for all NFRMPO funding Programs. This AIS replaces the Memo which was sent out in the Council Packet on November 22, 2022.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action																					
Key Points																								
<p>The NFRMPO’s most recent Calls for Projects awarded CMAQ, STBG, and TA funds out to FY2025 and MMOF funds out to FY2023. The funding amounts awarded in the 2021 Call for Projects was based on available funding reflected in the quarterly reconciliation from CDOT Region 4, dated July 2021. Funding levels for the MMOF call were based on the currently available funding for FY2022-2023 provided by CDOT in April 2022.</p> <p>On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into Law. IIJA increased funding apportionments to the NFRMPO’s three existing federal funding programs (CMAQ, STBG, and TA) as well as added new funding through the Carbon Reduction Program (CRP). Details about CRP may be found in Attachment 1: Carbon Reduction Program (CRP) – NFRMPO Information Sheet.</p> <p>Based on the October 2022 Reconciliation, the NFRMPO has the following funding amounts available for allocation for the years FY2023-2025:</p> <p>Funding Available – FY2023-2025:</p> <table><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr><tr><td>\$5,895,021</td><td>\$2,140,100</td><td>\$786,974</td><td>\$3,129,196</td><td>\$1,595,600</td></tr></table> <p>The 2021 Call for Projects and the 2022 MMOF Call for Projects awarded funds to eligible projects as well as created waitlists for each funding program.</p> <p>Waitlisted/Unfunded Project Amounts – FY2023-2025:</p> <table><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr><tr><td>\$1,838,579</td><td>\$1,258,985</td><td>\$987,888</td><td>N/A</td><td>\$7,529,509</td></tr></table> <p>The NFRMPO currently has a total of \$13,546,891 in federal funding available for allocation and \$11,615,961 in waitlisted and unfunded project amounts. With the funding available, the NFRMPO could fully fund all projects which applied for funding in both the 2021 Call for Projects and the 2022 MMOF Call for projects. Any remaining additional funding will be awarded through the Call for Projects process.</p> <p>The waitlist process, as outlined in the relevant Call’s guidelines, specifies a project which has waitlisted funding is eligible for additional allocations if additional funding becomes available for the funding program and in the funding year coinciding with the Call the project was originally awarded in.</p> <p>Due to the influx of funding from IIJA, the NFRMPO has a significant amount of FY2023 funds available (federal fiscal year 2023 runs from July 1, 2022 to June 30, 2023). Additionally, the funds listed for FY2023 also include FY2022 funds which have been rolled into FY2023. To allow for the utilization of the federal funds in a timelier manner, the NFRMPO has outlined a proposal for awarding waitlisted and unfunded projects current fiscal year funding regardless of the funding program originally awarded the project. The proposed allocations for each funding program are outlined in the tables in Attachment 2.</p>					CMAQ	STBG	TA	CRP	MMOF	\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600	CMAQ	STBG	TA	CRP	MMOF	\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509
CMAQ	STBG	TA	CRP	MMOF																				
\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600																				
CMAQ	STBG	TA	CRP	MMOF																				
\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509																				

Committee Discussion

- This is the first time Planning Council has discussed FY2023-2025 Additional Allocations.
- TAC discussed the FY2023-2025 Additional Allocations at their meeting on November 16, 2022 and recommended NFRMPO staff include the unfunded projects from the 2022 MMOF Call for Projects in the funding proposal. Staff included the projects in the funding tables following the meeting which TAC provided comments on by November 29.

Supporting Information

- Prior to the 2021 Call for Projects, the NFRMPO Planning Council agreed to set-aside \$5M CMAQ FY2025 for the North I-25. Due to an immediate need by CDOT, the set-aside of CMAQ funds was swapped for FY2023 MMOF funds in May 2022, freeing up the \$5M CMAQ funds to be awarded through the Call process by the NFRMPO.
- The NFRMPO Planning Council approved a set-aside of \$100,000 Federal MMOF for NFRMPO Travel Demand Model Location Based Services data. In October 2022, the NFRMPO found the funding which was to be used for data procurement though CDOT was no longer needed. The funding has been added to the total MMOF funding available for allocation.
- Due to the availability of earlier fiscal year funding, NFRMPO staff worked with two project sponsors to advance funds originally awarded in FY2024 and FY2025 to FY2023. This frees up later fiscal year funding to be awarded to projects which have not begun the coordination process with CDOT.
 - *College & Trilby Intersection Improvements* - Advancing \$1,073,771 STBG from FY2024 to FY2023
 - *Willow Bend Trail* - Advancing \$258K/\$259K originally awarded in FY2024/FY2025 to FY2023/FY2024.
- Carbon Reduction Program (CRP) Guidance Highlights
 - Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the 2045 RTP or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the 2021 Active Transportation Plan (ATP)
 - Projects awarded funding under the CRP must demonstrate a reduction of transportation emissions.
 - Projects listed under the proposal for allocation to the CRP program listed in **Attachment 2** demonstrated emissions reductions during the 2022 MMOF Call for Projects.
- For additional information on each project, please see the original project application which are available at this link:
<https://www.dropbox.com/scl/fo/rh899theta7jbr6kzvnd4/h?dl=0&rlkey=339ucq84fjwqhdsb6w8jrg47l>
- Following discussions of the additional allocations, the NFRMPO will have additional funds to award to the remaining federal and state funds. Guidelines from the 2021 Call for Projects 2022 MMOF Call for Projects will need to be updated based on new guidance from IJA for federal funding programs, including the addition of the CRP, as well as feedback solicited from TAC following the 2021 Call for Projects.

Advantages

- The attached proposal allocates funding to be utilized in a timely manner.

Disadvantages

- The proposed allocations fall outside the normal process for awarding waitlisted funding through NFRMPO Calls for Projects and the FY2023-2026 Transportation Improvement Program (TIP).

Analysis/Recommendation

- Staff requests Planning Council review the proposed additional allocations for FY2023-2025 and be prepared to discuss the two options:
 - **Option 1:** Fully fund all waitlisted and unfunded projects by leveraging all funding programs.
 - **Option 2:** Only fund waitlisted projects under the funding program and relevant call for projects in which the project was originally awarded.

Attachments

- **Attachment 1:** Carbon Reduction Program – NFRMPO Information Sheet
- **Attachment 2:** Additional Allocation Tables
- **Attachment 3:** FY23-25 Additional Allocation Presentation

Carbon Reduction Program (CRP) – NFRMPO Information Sheet

Available Funding

Program	FY2023	FY2024	FY2025	Federal Funding Subtotal
CRP	\$1,533,619	\$789,890	\$805,687	\$3,129,196

Eligible Applications

Eligible applicants include Metropolitan Planning Organizations (MPOs), State or local transportation departments, transit providers, and any other organization that can accept Federal transportation funds. Non-profits and private sector entities may partner with an eligible applicant to complete a project.¹

Eligible Project Types

The purpose of CRP funding is to reduce transportation emissions by funding projects designed to reduce transportation emissions. As established under the CRP, transportation emissions means ‘carbon dioxide emissions from on-road highway sources of those emissions’.

Projects must not require the issuance of a vehicle Buy America waiver for implementation.

Eligible project types may include:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies

¹ “Public-Private Partnerships”, **FHWA-HEP-18-017**,

https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/, 2017

- a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to everything (C-V2X) technology;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy;
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project to support deployment of alternative fuel vehicles, including:
 - the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

4 Project Requirements

All CRP projects must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the *2045 RTP* or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the *2021 Active Transportation Plan (ATP)*

- Roadway projects must be on a federal-aid eligible roadway. Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.²
- Local match of 17.21 percent
- Address at least one federally required Performance Measure
- Consistent with the *2045 RTP* Corridor Visions
- Project is within the NFRMPO Boundary
- Comply with applicable local land use plans or current corridor studies
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- **Project does not require the issuance of a vehicle Buy America waiver**
- ITS projects must conform to the Statewide ITS Architecture³ and Region 4 ITS Plan⁴ as required by 23 CFR 940⁵ and the CDOT Region 4 Smart Mobility Regional Plan⁶.

For additional information on the CMAQ program, view the Bipartisan Infrastructure Law (BIL) CRP Fact sheet at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm.

² 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

³ CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

⁴ CDOT Region 4 ITS Plan, <https://nfrmpo.org/wp-content/uploads/Final-Region-4-ITS-Plan-Update-061120.pdf>, June 2020.

⁵ 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001

⁶ CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY20202-2025 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on March 3, 2022

Additional FY23-25 funding total:	\$5,895,021
FY23 Funds:	\$403,816
FY24 Funds:	\$178,029
FY25 Funds:	\$5,313,176

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded CMAQ Request	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Greeley	35th Avenue Adaptive Signal Control Technology	\$604,662	\$604,662	\$0	1	-	\$604,662	-	-	\$ -
Fort Collins	Mulberry Street Traffic Signal Synchronization	\$440,000	\$440,000	\$0	2	-	\$440,000	-	-	\$ -
Loveland	US287 Signal Coordination Improvements	\$620,925	\$620,925	\$0	3	-	\$620,925	-	-	\$ -
Fort Collins	On Route Battery Electric Bus Chargers	\$1,598,675	\$1,598,675	\$0	4	-	\$1,598,675	-	-	\$ -
Loveland	COLT Bus Replacement/Expansion	\$1,843,825	\$1,774,681	\$69,144	5	-	\$1,774,681	-	\$69,144	\$ -
Fort Collins	Power Trail Harmony Grade Separated Crossing	\$500,000	\$0	\$500,000	6/ MMOF	-	-	-	\$2,700,000	\$ -
Weld	WCR 74 and WCR 31 Roundabout	\$1,269,435	\$0	\$1,269,435	7	-	-	-	\$1,269,435	\$ -
<i>Greeley/ CDOT</i>	<i>US34 Regional Mobility Hub (MERGE)</i>	<i>\$7,000,000</i>	<i>\$5,000,000</i>	-	<i>MMOF</i>	-	-	-	<i>\$1,856,442</i>	<i>\$ -</i>
Total		\$6,877,522	\$5,038,943	\$1,838,579	-	\$0	\$5,038,943	\$0	\$5,895,021	\$0

Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

Remaining CMAQ Funds	\$0
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**Proposed Additional Allocations based on CDOT's September 7, 2022 Reconciliation
FY2023-2025 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on March 3, 2022

Additional STBG funding total:	\$2,140,100
FY2023:	\$1,073,771
FY2024:	\$423,666
FY2025:	\$642,663

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded STBG Requests	Rank *	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Fort Collins	College & Trilby Intersection Improvements*	\$3,616,462	\$3,616,462	\$0	1	\$1,644,828	\$1,971,634	\$0	\$0	\$0
Windsor	Eastman Park Ultimate Intersection & RR Crossing	\$1,705,000	\$1,705,000	\$0	2	\$1,705,000	\$0	\$0	\$0	\$0
Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	\$1,419,409	\$1,419,409	\$0	2	\$0	\$841,520	\$577,889	\$0	\$0
Loveland	US 34 EB Widening Construction	\$1,646,728	\$1,646,728	\$0	5	\$0	\$0	\$1,646,728	\$0	\$0
Evans	37th Street Widening Phase 3	\$1,543,462	\$1,543,462	\$0	6	\$0	\$0	\$1,543,462	\$0	\$0
Severance	E Harmony Road/ WCR19 Intersection Improvements	\$1,258,985	\$0	\$1,258,985	7	\$0	\$0	\$0	\$1,258,985	\$0
Severance	<i>Great Western Trail</i>	<i>\$300,000</i>	<i>\$0</i>	<i>-</i>	<i>TA</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$201,914</i>	<i>\$0</i>
Total		\$11,190,046	\$9,931,061	\$1,258,985	-	\$3,349,828	\$2,813,154	\$3,768,079	\$1,460,899	\$0

Remaining STBG Funds

\$679,201

Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

*College & Trilby Intersection Improvements - Advancing \$1,073,771 from FY24 to FY23

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY2023-2025 Transportation Alternatives (TA)**

Projects approved by Planning Council on March 3, 2022

Additional TA funding total:	\$786,974
FY2023:	\$380,185
FY2024:	\$202,885
FY2025:	\$203,904

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded TA Requests	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	\$85,264	\$85,264	\$0	1	\$85,264	\$0	\$0	\$0	\$0
Loveland	Willow Bend*	\$603,624	\$518,360	\$85,264	2	\$0	\$258,536	\$259,824	\$85,264	\$0
CSU	Phemister Trail & Bridge	\$603,624	\$0	Withdrawn	3	-	-	-	-	-
Fort Collins	William Neil / Ziegler Intersection	\$603,624	\$0	\$603,624	4	\$0	\$0	\$0	\$603,624	\$0
Severance	Great Western Trail	\$300,000	\$0	\$300,000	5	\$0	\$0	\$0	\$98,086	\$201,914*
Total		\$2,196,136	\$603,624	\$988,888	-	\$85,264	\$258,536	\$259,824	\$786,974	\$0

Note: Projects in gray are ineligible for additional funding.

Remaining TA Funds

\$0

*Willow Bend - Advancing \$258K/\$259K originally awarded in FY24/FY25 to FY23/FY24. Awarding \$85K waitlisted funding.

**Unfunded amounts proposed for funding under another funding program.

Proposed Additional Allocations based on CDOT's Program Distribution May 17, 2022
FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF)

Projects approved by Planning Council on August 4, 2022

Additional MMOF funding total:	\$1,595,600
FY2023*	\$104,569
FY2024	\$406,273
FY2025	\$1,084,758

Project Sponsor	Project Name	Funding Request	MMOF Award	Unfunded MMOF Requests	Rank*	Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Johnstown	SH60 & Carlson Blvd Intersection Improvements	\$250,000	\$250,000	\$0	2	\$250,000	\$ -	\$ -	\$0	\$0
FortCollins	West Elizabeth Corridor Design	\$1,232,248	\$1,232,248	\$0	3	\$1,232,248	\$ -	\$ -	\$0	\$0
Weld	Weld County On Demand Transit	\$342,900	\$342,900	\$0	1	\$342,900	\$ -	\$ -	-	\$0
Loveland	COLT Route Expansion	\$461,592	\$461,592		4	\$461,592	\$ -	\$ -	\$0	\$0
Larimer County	Phemister Bridge and Trail	\$466,677	\$466,677	\$0	3	\$466,677	\$ -	\$ -	-	\$0
Loveland	Willow Bend	\$1,728,396	\$1,200,000	\$528,396	2	\$1,200,000	\$ -	\$ -	\$0	\$0
Greeley/ CDOT	US34 Regional Mobility Hub (MERGE)	\$7,000,000	\$5,000,000	\$2,000,000	1	\$5,000,000	\$ -	\$ -	\$143,558	\$1,856,442*
Windsor	11th St Multimodal Improvements	\$740,394	\$450,000	\$290,394	6	\$450,000	\$ -	\$ -	\$0	\$0
Fort Collins	Siphon Overpass	\$750,000	\$450,000	\$300,000	5	\$450,000	\$ -	\$ -	\$104,569	\$0
Fort Collins	Two (2) Electric bus on Route Chargers	\$1,000,000	\$ -	\$1,000,000	7	\$ -	\$ -	\$ -	\$1,000,000	\$0
Fort Collins	Power Trail Grade Separated Crossing	\$2,200,000	\$ -	\$2,200,000	8	\$ -	\$ -	\$ -	\$0	\$2,200,000*
Larimer County	North LCR 17 Expansion - Shoulder Widening	\$1,210,719	\$ -	\$1,210,719	9	\$ -	\$ -	\$ -	\$0	\$1,210,719*
Total		\$17,382,926	\$9,853,417	\$7,529,509	-	\$9,853,417	\$ -	\$ -	\$1,248,127	\$5,267,161

Note: Projects in gray are ineligible for additional funding. Projects above the red line had waitlisted funding amounts, projects below the red line were unfunded.

Remaining MMOF Funds

\$347,473

*Unfunded amounts proposed for funding under another funding program.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY2023-2025 Carbon Reduction Program (CRP) Funding**

CRP funding total:	\$3,129,196
FY2023	\$1,533,619
FY2024	\$789,890
FY2025	\$805,687


Project Sponsor	Project Name	Request	Award	Unfunded Requests	Original Funding Program	Proposed Allocation	Proposed Remaining Unfunded
<i>Loveland</i>	<i>Willow Bend</i>	\$1,728,396	\$1,200,000	\$528,396	<i>MMOF</i>	\$528,396	
<i>Windsor</i>	<i>11th St Multimodal Improvements</i>	\$740,394	\$450,000	\$290,394	<i>MMOF</i>	\$290,394	
<i>Fort Collins</i>	<i>Siphon Overpass</i>	\$750,000	\$450,000	\$195,431	<i>MMOF</i>	\$195,431	
<i>Larimer County</i>	<i>North LCR 17 Expansion - Shoulder Widening</i>	\$1,210,719	\$0	\$1,210,719	<i>MMOF</i>	\$1,091,920	\$118,799
Total		\$5,429,509	\$2,100,000	\$3,224,940		\$2,106,141	\$118,799

Remaining CRP Funds	\$1,023,055
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Note: Projects originally applied for MMOF funds during the 2022 MMOF Call for Projects



1

		Agenda	 North Front Range Metropolitan Planning Organization
		<ul style="list-style-type: none">• Overview• Carbon Reduction Program (CRP) Overview• Available funding• Funding Recommendation• Unfunded/Fully Waitlisted Projects• Partially Funded Projects• Next Steps	

2

2

FY2023-2025 Additional Allocations



- NFRMPO held two Calls for Projects in the last year
 - 2021 Call for Projects for federal funding programs (CMAQ, STBG, and TA)
 - 2022 MMOF Call for Projects for state funding
- The passage of the Infrastructure Investment and Jobs Act (IIJA) increased the NFRMPO's federal funding amounts beginning in FY2022 and added one new funding program
- Calls for Projects awarded funding based on the available funding estimates at the time
- NFRMPO's Quarterly CDOT Reconciliation from October 2022 identified additional funds available for allocation for all NFRMPO funding programs

3

3

Carbon Reduction Program (CRP)



Program	FY2023	FY2024	FY2025	CRP Funding Total
CRP	\$1,533,619	\$789,890	\$805,687	\$3,129,196

- The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
- Eligible project type examples:
 - Bike and pedestrian facilities
 - Transit capital
 - Alternative fuel projects (acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure)

4

4

Available and Waitlisted Funding



Funding Available – FY2023-2025:

CMAQ	STBG	TA	CRP	MMOF	Total
\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600	\$13,546,891

Waitlisted/Unfunded Project Amounts – FY2023-2025:

CMAQ	STBG	TA	CRP	MMOF	Total
\$1,838,579	\$1,258,985	\$988,888	N/A	\$7,529,509	\$11,615,961

5

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Waitlisted Projects & Additional Allocations



- Normal process
 - The waitlist process, as outlined in the relevant Call's guidelines, specifies a project which has waitlisted funding is eligible for additional allocations if additional funding becomes available for the funding program and in the funding year coinciding with the Call the project was originally awarded in
- Proposed process
 - To award waitlisted and unfunded projects currently available funds, regardless of the funding program originally applied for.

6

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Funding Recommendations	Project Sponsor	Project Name	Requested Funding Program	Unfunded Request/ Proposed Allocation Amount	Recommended Funding Program(s)	Proposed Remaining Unfunded
	Loveland	COLT Bus Replacement/Expansion	CMAQ	\$69,144	CMAQ	-
	Fort Collins	Power Trail Harmony Grade Separated Crossing	CMAQ/MMOF	\$2,700,000	CMAQ	-
	Weld County	WCR 74 and WCR 31 Roundabout	CMAQ	\$1,269,435	CMAQ	-
	Greeley/CDOT	MERGE US34 Regional Mobility Hub	MMOF	\$2,000,000	CMAQ/MMOF	-
	Loveland	Willow Bend	TA/MMOF	\$613,660	TA/CRP	-
	Fort Collins	William Neil / Ziegler Intersection Improvements	TA	\$603,624	TA	-
	Severance	Great Western Trail	TA	\$300,000	TA/STBG	-
	Severance	E Harmony Road/WCR 19 Intersection Improvements	STBG	\$1,258,985	STBG	-
	Windsor	11 th St Multimodal Improvements	MMOF	\$290,394	CRP	-
	Fort Collins	Siphon Overpass	MMOF	\$300,000	MMOF/CRP	-
	Fort Collins	Two Electric Bus On Route Chargers	MMOF	\$1,000,000	MMOF	-
7	Larimer County	North LCR 17 Expansion – Shoulder Widening	MMOF	\$1,091,920	CRP	\$118,799

7

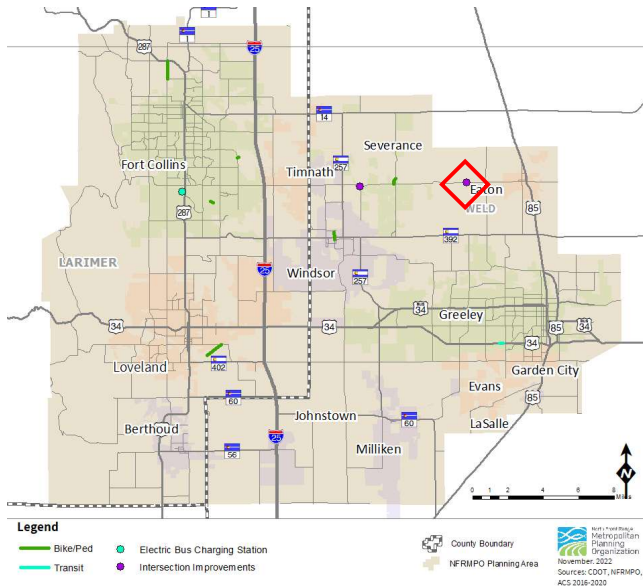
Unfunded/Fully Waitlisted Projects	<ul style="list-style-type: none"> Congestion Mitigation and Air Quality <ul style="list-style-type: none"> WCR 71 & WCR 31 Roundabout Power Trail Grade Separated Crossing Transportation Alternatives (TA) <ul style="list-style-type: none"> Great Western Trail William Neal/Ziegler Intersection Improvements & Trail Surface Transportation Block Grant (STBG) <ul style="list-style-type: none"> E Harmony Road/WCR19 Intersection Improvements Multimodal Transportation and Mitigations Option Fund (MMOF) <ul style="list-style-type: none"> Two Electric Bus On-Route Chargers Power Trail Grade Separated Crossing North LCR 17 Expansion – Shoulder Widening

8

WCR74 and WCR 31 Roundabout

Project Sponsor: Weld County

Project Description: Construction of Roundabout at WCR 74 and WCR 31

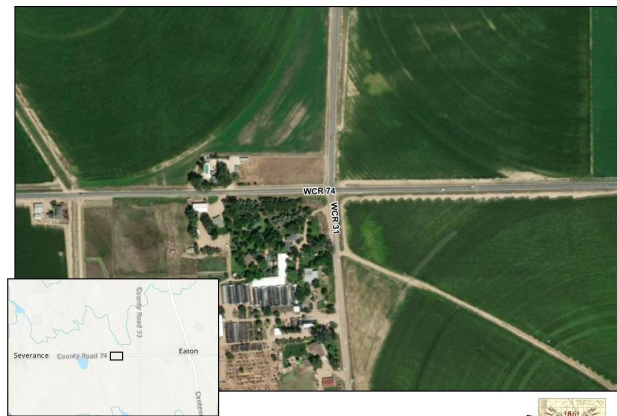


CMAQ Funding Request	\$1,269,435
2021 Call for Projects Outcome	Waitlisted
NFRMPO Performance Measures	<ul style="list-style-type: none"> Safety CMAQ TTI on RSCs
Corridor(s)	Harmony Road
EJ/DI/3+ COC Area	No/No/Yes
Funding Program Recommendation	CMAQ
Additional Allocation Recommendation	\$1,269,435

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WCR74 and WCR 31 Roundabout



WCR 74 and WCR 31 Roundabout Project Location



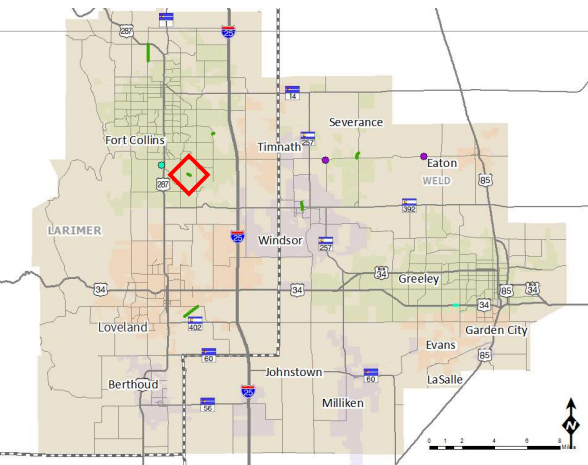
10

10

Power Trail and Harmony Grade Separated Crossing

Project Sponsor: Fort Collins

Project Description: Design, acquire any necessary right-of-way for, and construct a multimodal grade separated crossing for the Power Trail at Harmony Road.



Legend

- Bike/Ped
- Electric Bus Charging Station
- Transit
- Intersection Improvements

County Boundary

NFRMPO Planning Area

Non-Homogeneous Metropolitan Planning Organization
November 2022
Sources: CDOT, NFRMPO, ACS 2018-2020

CMAQ/MMOF Funding Request	\$2,700,000 (\$500K/\$2,200K)
Call for Projects Outcome	CMAQ: Waitlisted MMOF: Unfunded
Project Category	A (GHG Reducing)
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Transit access for DI • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • Facility Miles • Daily VMT • TTI on RSCs
Corridor(s)	RATC-7, RSC-23
EI/DI/3+ COC Area	Yes/No/Yes
Funding Program Recommendation	CMAQ
Additional Allocation Recommendation	\$2,700,000

11

Power Trail and Harmony Grade Separated Crossing



EXISTING POWER TRAIL DETOUR

KRUSE ELEMENTARY

COLORADO EARLY COLLEGES MIDDLE SCHOOL

E HARMONY RD

EXISTING CROSSING AT MCMURRY IS AT GRADE ACROSS A SIX LANE ARTERIAL ROAD

MCMURRY AVE

KEENLAND DR

UNION PACIFIC RR TRACKS

TIMBERLINE RD

COLORADO EARLY COLLEGES HIGH SCHOOL

ENVIRONMENTAL JUSTICE AREA

PROPOSED GRADE SEPARATED CROSSING

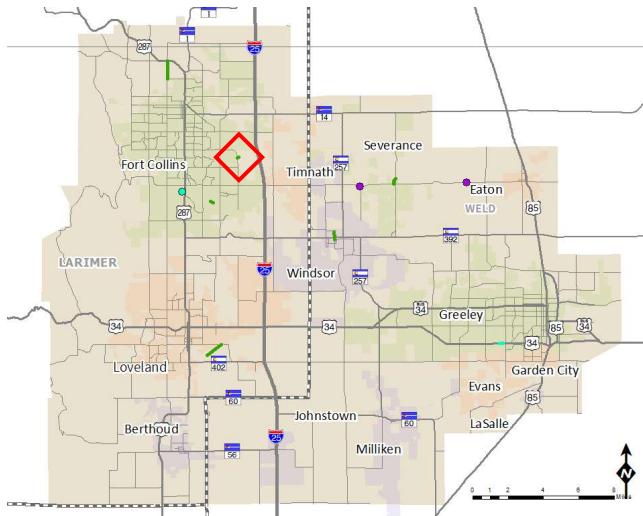
PROPOSED POWER TRAIL CONNECTIONS (SEPARATE CONCURRENT PROJECT)

12

William Neil/Ziegler Intersection Improvements & Trail

Project Sponsor: City of Fort Collins

Project Description: Analyze, design, and construct appropriate multimodal crossing facilities at the intersection, and construct local access trail to Poudre River Trail



Legend
 Bike/Ped
 Electric Bus Charging Station
 Transit
 Intersection Improvements

County Boundary
 NFRMPO Planning Area
 Sources: COOT, NFRMPO, ACS 2010-2020

TA Funding Request	\$603,642
2021 Call for Projects Outcome	Waitlisted
NFRMPO Performance Measures	<ul style="list-style-type: none"> Safety Facility Miles
Corridor(s)	Poudre River Trail
EJ/DI/3+ COC Area	Yes/No/No
Funding Program Recommendation	TA
Additional Allocation Recommendation	\$603,642

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William Neil/Ziegler Intersection Improvements & Trail



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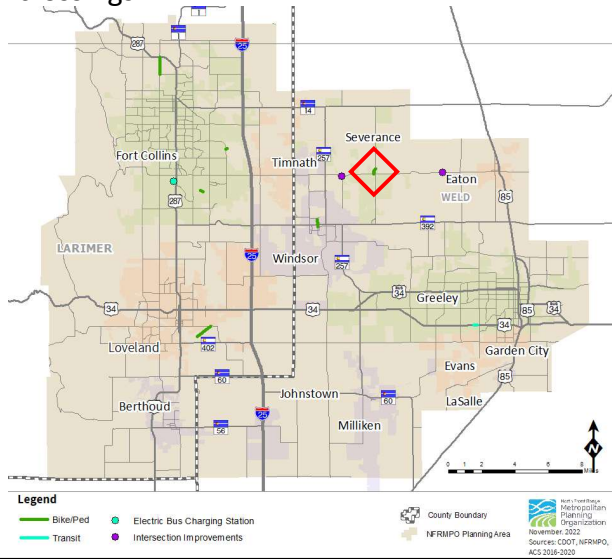
14

Great Western Trail

15

Project Sponsor: Town of Severance

Project Description: Construction of ped crossings (rapid flashing beacons, raised crosswalk, signage, etc) at WCR 74 and WCR 23, paving of Great Western Trail between crossings.



TA Funding Request	\$300,000
2021 Call for Projects Outcome	Waitlisted
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • Facility Miles
Corridor(s)	Great Western Trail
EJ/DI/3+ COC Area	No/No/No
Funding Program Recommendation	TA/STBG
Additional Allocation Recommendation	\$300,000

Great Western Trail

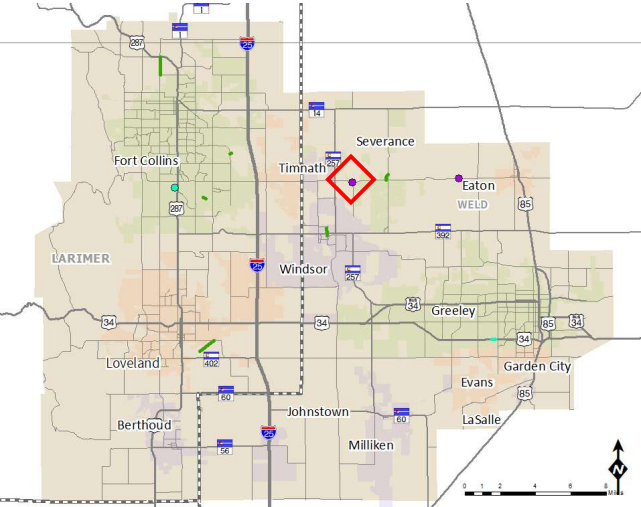
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E Harmony/WCR 19 Intersection Improvements

Project Sponsor: Town of Severance

Project Description: Installation of traffic signal at Harmony Road and WCR19



STBG Funding Request	\$1,258,985
Call for Projects Outcome	Waitlisted
NFRMPO Performance Measures	• Safety
Corridor(s)	WCR74/ Harmony Road
EJ/DI/3+ COC Area	No/No/No
Funding Program Recommendation	STBG
Additional Allocation Recommendation	\$1,258,985

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Legend

- Bike/Ped
- Electric Bus Charging Station
- Transit
- Intersection Improvements

County Boundary

NFRMPO Planning Area

North-Hadley Metropolitan Planning Organization
November 2022
Sources: CDOT, NFRMPO, ACS 2018-2020

17

North LCR 17 Expansion



1: 20,253

3,375.5 0 1,687.77 3,375.5 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Weld County Colorado

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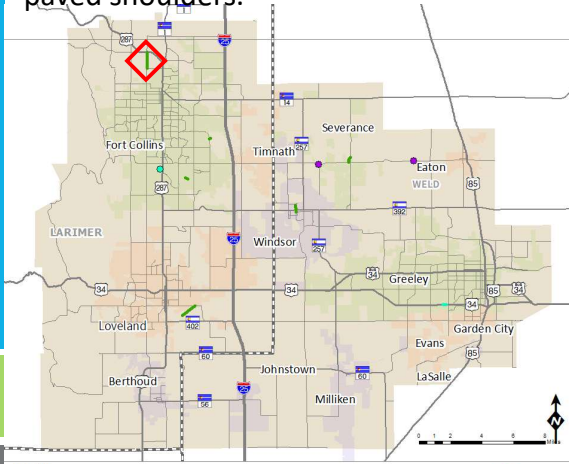
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North LCR 17 Expansion – Shoulder Widening

Project Sponsor: Larimer County

Project Description: This project includes widening Shields St (County Road 17) from Willox Ln to State HWY 287 including 6' paved shoulders.



21

MMOF Funding Request	\$1,210,719
MMOF Outcome	Unfunded
Project Category	A (GHG Reducing)
MMOF Goals	<ul style="list-style-type: none"> Transit access for Rural/DI Communities Multimodal access Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> Safety Facility Miles Daily VMT TTI on RSCs Fiber
Corridor(s)	RSC 17 (LCR 17/Shields St)
EJ/DI/3+ COC Area	Yes/Yes/Yes
Funding Program Recommendation	CRP
Additional Allocation Recommendation	\$1,091,920

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North LCR 17 Expansion – Shoulder Widening



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Partially Funded Projects

- Congestion Mitigation and Air Quality (CMAQ)
 - COLT Bus Replacement/Expansion
- Multimodal Transportation and Mitigations Options Fund (MMOF)
 - MERGE Regional Mobility Hub
 - Willow Bend
 - 11th Street Multimodal Improvements
 - Siphon Overpass

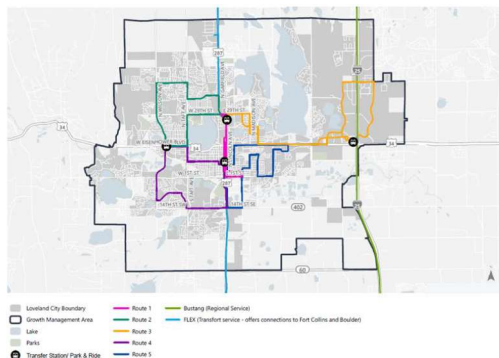
23

23

COLT Bus Replacement/Expansion

Project Sponsor: Loveland

Project Description: Replacement of aging diesel buses that are past their useful life and/or expanding local bus service to reduce the amount of single occupancy vehicles with new Compressed Natural Gas (CNG) buses



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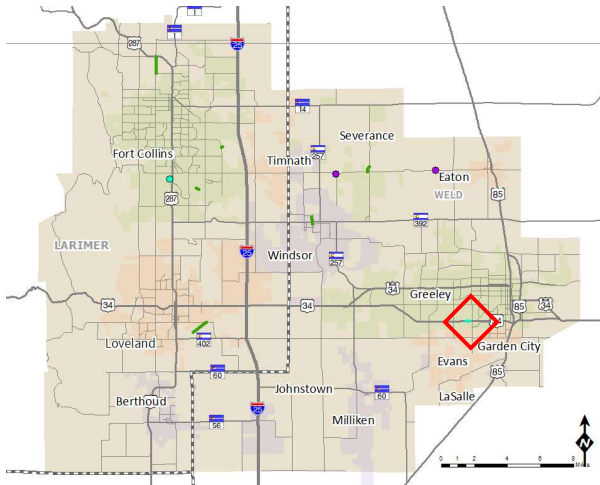
24

Funding Request	CMAQ: \$1,843,825
Call for Projects Outcome	Award \$1,774,681 Waitlist: \$69,114
Proposed Additional Allocation	CMAQ: \$69,114
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • Facility Miles • Daily VMT
Corridor(s)	N/A
EJ/DI/3+ COC Area	N/A

MERGE US 34 Regional Mobility Hub

Project Sponsor: Greeley & CDOT

Project Description: Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass to serve the hub and facilitate safe travel between the north and south sides of US 34, EV charging stations, and locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.



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MMOF Funding Request	\$7,000,000
MMOF Outcome	Award: \$5,000,000
Proposed Additional Allocation	CMAQ: \$1,856,442 MMOF: \$143,558
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Transit access for DI • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • System Reliability • Non-SOV Commute • Daily VMT • TTI on RSCs
Corridor(s)	RSC-2 (US 34)
EJ/DI/3+ COC Area	Yes/Yes/Yes

MERGE US 34 Regional Mobility Hub



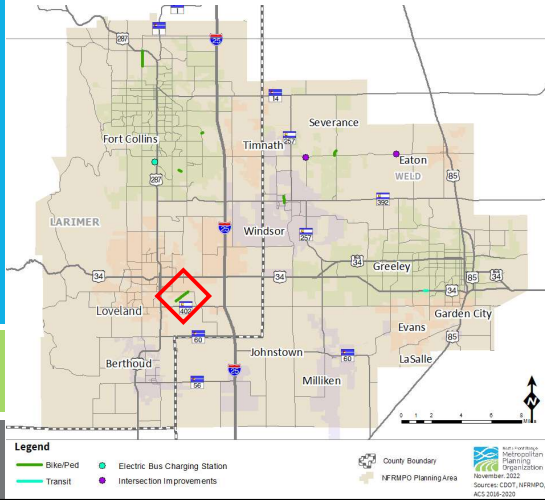
26

Willow Bend Trail

27

Project Sponsor: Loveland

Project Description: Construction of 1.5-mile, 10-foot wide concrete trail with 2-foot soft shoulders, trailhead with .25-mile paved entry drive, parking (8 spaces), vault toilet and trailhead signage, Multi-range eco-counter and rectangular rapid flashing beacons at two intersections.

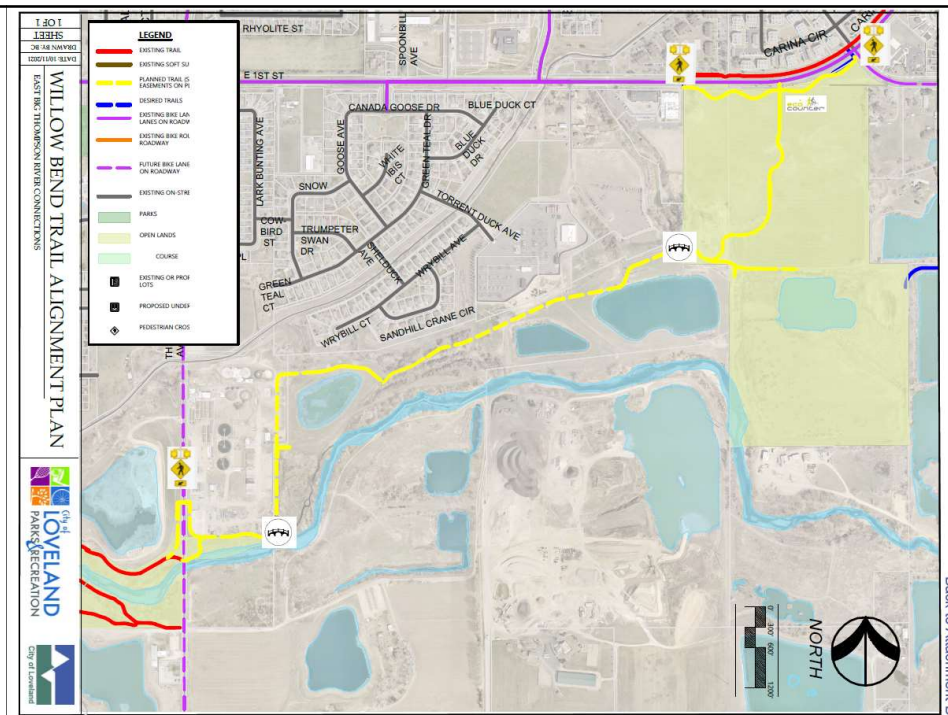


Funding Request	MMOF: \$1,728,396 TA: \$603,624
Call for Projects Outcome	Award (MMOF/TA): \$1,718,360 Waitlist (MMOF/TA): \$613,660
Proposed Additional Allocation	TA: \$85,264 CRP: \$528,396
MMOF Goals	<ul style="list-style-type: none"> Enhanced mobility SRTS Multimodal access Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> Safety Facility Miles Daily VMT
Corridor(s)	RATC-3 (Big Thompson)
EJ/DI/3+ COC Area	Yes/No/Yes

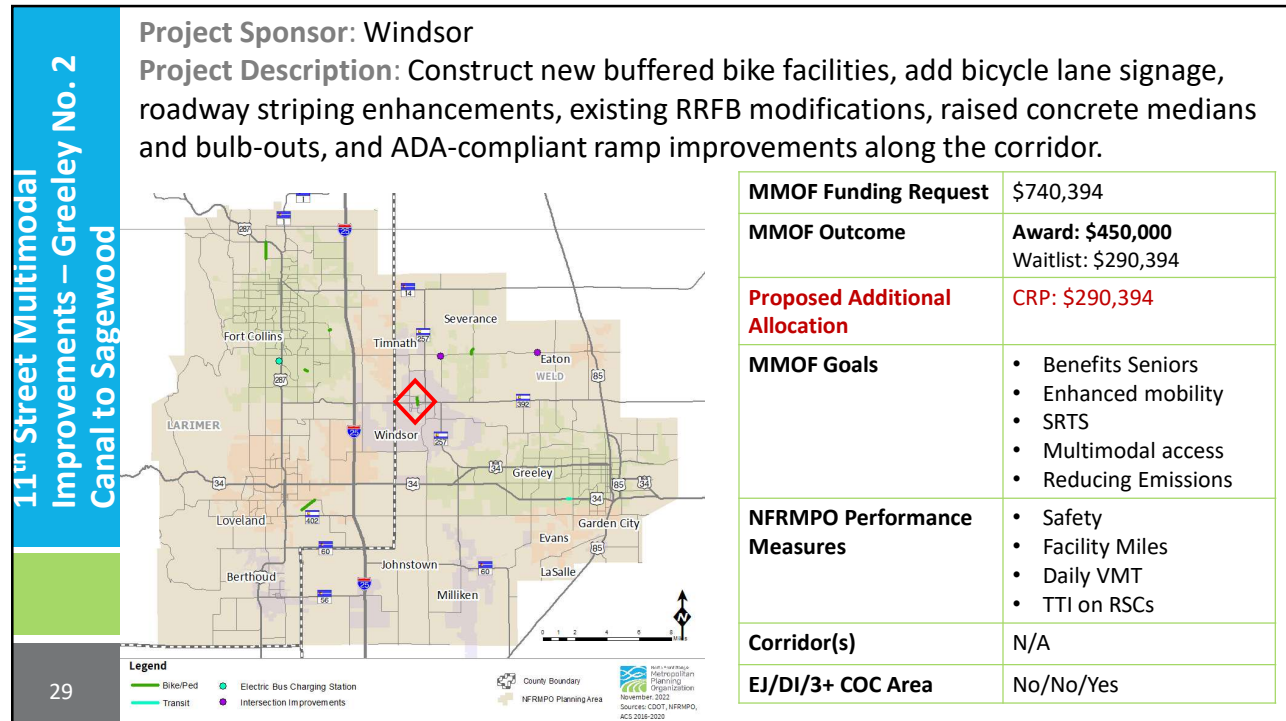
27

Willow Bend Trail

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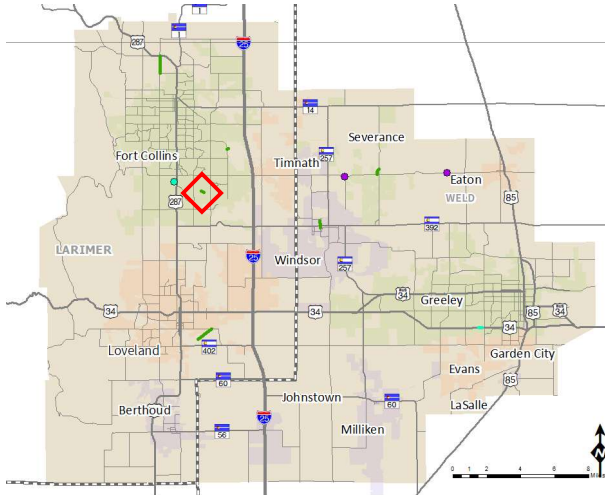


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Project Description: Design and install a pedestrian bridge south of Harmony Rd, crossing the UPRR tracks, provide multimodal connection between the Power Trail along the Mail Creek on the east side of the tracks connecting to Timberline Rd and the new trail underpass (currently under construction).



MMOF Funding Request	\$750,000
MMOF Outcome	Award: \$450,000 Waitlist: \$300,000
Proposed Additional Allocation	MMOF: \$104,569 CRP: \$195,431
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Transit access for DI • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • Facility Miles • Daily VMT • TTI on RSCs
Corridor(s)	RATC-7
EJ/DI/3+ COC Area	Yes/No/Yes

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Siphon Overpass – UPRR Power Trail Grade Separated Crossing



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Next Steps



December 21, 2022 – TAC Recommendation

January 5, 2023– Council Action