

## NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

### HYBRID MEETING AGENDA

February 2, 2023

<b><u>In-Person Attendance Option</u></b> Weld County Administration Building, Events Center 1150 O Street Greeley, CO 80631	<b><u>Virtual Attendance Option</u></b> Call-in Number: (408) 650-3123 Access Code: 814-514-261 Online Meeting: <a href="https://bit.ly/3VGQ52U">https://bit.ly/3VGQ52U</a>
---	--

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

#### *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 – January 5, 2023 *(Page 8)*

#### Lead Planning Agency for Air Quality Agenda

##### REPORTS:

- |   |  |      |
|---|--|------|
| 3) Air Pollution Control Division (APCD) <i>(Page 13)</i> | (Written)  |      |
| 4) Regional Air Quality Council (RAQC) <i>(Handout)</i>   | Mike Silverstein- Executive Director,                        | 6:05 |
| 5) NFRMPO Air Quality Program Updates <i>(Page 15)</i>    | Medora Bornhoft –Transportation & Air Quality<br>Planner III | 6:15 |

##### DISCUSSION ITEM:

- |                                    |                 |      |
|------------------------------------|-----------------|------|
| 6) GHG IGA Review <i>(Page 16)</i> | Medora Bornhoft | 6:20 |
|------------------------------------|-----------------|------|

#### Metropolitan Planning Organization Agenda

##### REPORTS:

- |   |   |      |
|---|---|------|
| 7) Report of the Chair                                  | Scott James – Council Chair, Weld County Commissioner | 6:35 |
| 8) Executive Director Report                            | Suzette Mallette - Executive Director                 | 6:40 |
| • Legislative Updates <i>(Handout)</i>                  |   |      |
| 9) TAC <i>(Page 22)</i>                                 | (Written)   |      |
| 10) Mobility <i>(Handout)</i>                           | (Written)   |      |
| 11) Finance <i>(Page 23)</i>                            | (Written)   |      |
| 12) Community Advisory Committee (CAC) <i>(Page 24)</i> | (Written)   |      |
| 13) Q4 2022 TIP Modifications <i>(Page 25)</i>          | (written)   |      |

##### ACTION ITEMS:

- |   |   |      |
|---|---|------|
| 14) FY2023 Transfort Program of Projects (POP)<br>Resolution 2023-02 <i>(Page 40)</i>               | Katlyn Kelly - Transfort                        | 6:45 |
| 15) January 2023 TIP Amendment Resolution 2023-03 <i>(Page 53)</i>                                  | AnnaRose Cunningham - Transportation Planner II | 6:55 |
| 16) 2019-2023 NFRMPO Targets for Safety<br>Performance Measures Resolution 2023-04 <i>(Page 67)</i> | AnnaRose Cunningham                             | 7:00 |



- |     |  |   |      |
|-----|--|---|------|
| 17) | FY2022-2023 Unified Planning Work Program<br>FY2023 Task Amendment #1 Resolution 2023-05 (Page 71) | Becky Karasko – Transportation Planning<br>Director | 7:05 |
| 18) | PM2: Pavement and Bridge Condition and PM3:<br>System Performance Resolution 2023-06 (Page 74)     | Jerome Rouser - Transportation Planner I            | 7:10 |

#### DISCUSSION ITEM:

- |     |   |  |      |
|-----|---|--|------|
| 19) | 2050 Regional Transportation Plan (RTP) (Page 77) | Alex Gordon - Transportation Planner III | 7:15 |
|-----|---|--|------|

#### COUNCIL REPORTS:

- |  |  |      |
|--|--|------|
| Transportation Commission  | Kathleen Bracke - Transportation Commissioner  | 7:25 |
| CDOT R4 Update   | Heather Paddock - CDOT R4 Transportation Director  |      |
| Colorado Transportation Investment Office (CTIO) (Page 82)         | (Written)  |      |
| I-25 Coalition   | Scott James  |      |
| Nonattainment Area Air Pollution Mitigation Enterprise<br>(NAAPME) | Kristin Stephens – Larimer County Commissioner   |      |
| Front Range Passenger Rail District                                | Will Karspeck – Past Chair, Mayor Town of Berthoud<br>Johnny Olson – City of Greeley Councilmember |      |
| Host Council Member Report   | Scott James  | 7:35 |

#### MEETING WRAP UP:

- |                                       |      |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 7:40 |
|---------------------------------------|------|



## ***MPO Planning Council***

### ***Weld County***

**Scott James, Commissioner – Chair**

Alternate- Perry Buck, Commissioner

### ***City of Loveland***

**Jon Mallo, Councilmember - Vice Chair**

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

**William Karspeck, Mayor – Past Chair**

Alternate- Mike Grace, Mayor Pro Tem

### ***Town of Eaton***

**Liz Heid, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

### ***City of Evans***

**Mark Clark, Mayor**

Alternate- TBD

### ***City of Fort Collins***

**Tricia Canonico, Councilmember**

Alternate- TBD

### ***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**

### ***Town of Milliken***

**Dan Dean, Trustee**

### ***Town of Severance***

**Frank Baszler, Councilmember**

Alternate- Matt Fries, Mayor

### ***Town of Timnath***

**Lisa Laake, Trustee**

### ***Town of Windsor***

**Paul Rennemeyer, Mayor**

Alternate- Barry Wilson, 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

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

## GLOSSARY (cont'd)

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

## GLOSSARY (cont'd)

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

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

**January 5, 2023  
Hybrid Meeting in Fort Collins, CO**

**Voting Members Present:**

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Will Karspeck – Past Chair	-Berthoud
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Jessica Ferko	-APCD
Liz Heid	-Eaton
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

**Voting Members Absent:**

Fil Archuleta	-Garden City
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Johnny Olson	-Greeley

**MPO Staff:**

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

**In Attendance:** Abdul Barzak, Eric Bracke, Rich Christy, Bill Cornelius, Ray Cundiff, Jim Eussen, Cecil Gutierrez, Nicole Hahn, Dana Hornkohl, Mark Jackson, Will Jones, Bhooshan Karnik, Katrina Klobberdanz, Deanna McIntosh, Heather Paddock, Mark Peterson, Evan Pinkham, Kim Redd, Elizabeth Relford, Jan Rowe, Keith Sheaffer, Jeff Stahla, Corey Stewart, Josie Thomas, Eric Tracy, James Usher, and Nick Wharton.

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

**Public Comment:**

No public comment.

**Move to Approve Minutes**

Karspeck **moved** to *APPROVE THE DECEMBER 1, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Mallo and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair James opened the Air Quality portion of the meeting.

**REPORTS:**

Air Pollution Control Division (APCD)

A written report was provided.



### Regional Air Quality Council (RAQC)

Chair James noted the presentation from the RAQC is postponed.

### NFRMPO Air Quality Program Updates

Bornhoft stated the AQCC adopted the Moderate SIP and portions of the Severe SIP, APCD is holding an ozone public listening session on January 26, and work continues on equity assessment for GHG mitigation measures. Baszler asked if air quality standards would be adjusted based on the shutdown of Suncor. Bornhoft stated she would provide information following the meeting.

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

Chair James opened the MPO portion of the meeting.

### **REPORTS:**

#### Report of the Chair

Chair James reported membership on the Finance Committee includes Mallo as Chair, Rennemeyer, Stephens, Clark, and Olson. The HR Committee includes Karspeck as Chair, Mellon, Stephens, and Baszler. Chair James stated an additional member is needed on the HR Committee; Canonico volunteered.

#### Executive Director Report

Mallette highlighted results from the VanGo survey, which showed high ratings for customer service, fleet maintenance, and COVID policies. The 2022 Annual Report is available in the Handouts. Mallette announced Council meetings will be posted to YouTube beginning with the current meeting.

#### TAC

A written report was provided.

#### Mobility

A written report was provided.

#### Community Advisory Committee (CAC)

A written report was provided.

### **CONSENT AGENDA:**

No items.

### **PRESENTATION:**

NISP US287 Realignment – Jeff Stahla, Public Information Officer at Northern Water, presented an overview of the Northern Integrated Supply Project (NISP) to build the Glade and Galetton reservoirs. In December, the U.S. Army Corps of Engineers issued the Federal Section 404 permit for NISP, which completes the permitting process.

For the Glade reservoir, several miles of US287 north of Ted's Place/SH-14 need to be removed and relocated. The EIS analyzed 13 alternative alignments of US287. The preferred alternative includes seven miles of new roadway east of the current alignment, the removal of six miles of US287, and reclassifying three miles of US287 as SH14. The preferred alternative is shorter than the current alignment and has limited impacts to the number of property owners. A noise study is currently underway to address noise during construction and during roadway operation. Property acquisition is in process.

Northern Water will build US287 to CDOT's specifications using the Construction Manager / General Contractor (CM/GC) process. Upon completion, the road will be transferred to CDOT. For the US287 realignment, 30% design is complete, contractor selection and 60% design is expected in 2023, final design is expected in 2024, and construction is expected to begin in 2025. The construction timeline for NISP includes construction of Glade Reservoir beginning in 2025 and filling beginning in 2029. Construction of Galetton Reservoir will begin in 2028, with filling beginning 48 months later. Materials for the Glade Reservoir dam will be sourced from within the dam footprint, meaning the project will not create haul truck traffic.

Stahla discussed the public engagement efforts completed since 2004 and changes made to NISP based on public feedback.

A flyover video by Muller Engineering shows the proposed realignment for US287. Stahla explained the ROW is 300-400 feet which will allow four lanes in the future. The road will initially be built with two lanes, wide shoulders, and a northbound climbing lane at the cut on the north end, south of Owl Canyon.

Council members discussed the need for passing lanes on the realigned US287 to address safety, the communications plan, construction impacts, warranty terms, and increased traffic on SH14 for recreation at the reservoir. Bracke recommended building the realigned US287 to the same or better standard than the existing roadway. James Usher, CDOT, stated the safety issues on US287 are primarily north of the reservoir. Accordingly, the US287 safety study included in CDOT's 10-year Plan will focus north of the reservoir. Usher stated the proposed alignment improves safety by reducing exposure (both roadway length and less traffic due to diverting from SH14 earlier), wider shoulders, and the climbing lane.

### **ACTION ITEMS:**

Executive Director Annual Goals – Mallette explained the three proposed goals for 2023, which relate to Complete Streets and safety planning, consideration of housing patterns, and incubating a TMO for US34. The first two goals relate to new requirements from the IIJA.

Stephens **moved** to approve the *EXECUTIVE DIRECTOR ANNUAL GOALS*. The motion was **seconded** by Heid and **passed** unanimously.

FY2023-2025 Additional Allocations – Cunningham explained a revised funding estimate from CDOT decreased funding by \$300K. The handout details a revised allocation proposal to account for the reduction. All projects originally proposed for funding are still being funded but some projects had a change in funding year or funding source. Funding for the next Call for Projects will be reduced by \$300K.

Mallo **moved** to approve *RESOLUTION NO. 2023-01 APPROVING THE FY2023-2025 ADDITIONAL ALLOCATIONS*. The motion was **seconded** by Canonico and **passed** unanimously.

### **DISCUSSION ITEMS:**

2019-2023 NFRMPO Targets for Safety Performance Measures – Cunningham presented federal requirements for annual target setting on five safety measures and crash trends in Colorado and the North Front Range. The NFRMPO approved its Safety Vision in 2020, which has an aspirational target of zero deaths. Cunningham noted the NFRMPO could apply for a Vision Zero Action Plan through the newly created Safe Streets and Roads For All (SS4A) grant program.

CDOT set statewide targets, which the NFRMPO could support in lieu of establishing its own targets. Per federal requirements, the targets for the safety measures must be data driven, not aspirational. NFRMPO staff recommend supporting the statewide targets as has been done in previous years. Council members recommended committing to Vision Zero planning efforts in the resolution.

PM2: Pavement and Bridge Condition and PM3: System Performance – Rouser presented federal requirements for target setting on infrastructure and system performance for the National Highway System (NHS). CDOT set targets for the second performance period (2022-2025) and the NFRMPO can support statewide targets or set MPO-specific targets. Rouser presented how the region has performed for each measure compared to the statewide target. NFRMPO staff recommend supporting the statewide targets.

Commissioner Bracke asked if the NFRMPO is pursuing funding from the Bridge and Tunnel Enterprise. Mallette explained the NFRMPO does not apply but member governments could apply, noting information on Enterprise funding could be brought to a future Council meeting. Stephens asked if there were only two ratings for bridge condition: good and poor. Paddock explained there is a third category – fair – and that ratings are based on a lot of data.

### **COUNCIL REPORTS:**

Transportation Commission – Bracke stated the Transportation Commission (TC) unanimously approved proceeding with existing contractor for Segment 5. Bracke noted agenda items for the upcoming TC meeting on January 18, 2023.

CDOT R4 Update – Paddock thanked the NFRMPO and I-25 Coalition for their support on Segment 5 contracting. The RFP for design was released today and preconstruction is underway. The CDOT Transportation Alternative Program (TAP) Call will open in February with selection in April. The Call will award \$11.8M in TAP funding for 2024-2026 in Region 4. Selection committee will include a representative from each TPR in Region 4, along with CDOT staff from Region 4 and headquarters. Paddock thanked Rich Christy for work on US34 and noted substantial growth on the corridor necessitates additional discussion and analysis.

STAC Report – A written report was provided.

Colorado Transportation Investment Office (CTIO) – Cecil Gutierrez, the NFRMPO representative on the CTIO Board, provided background on CTIO, formerly known as the High Performance Transportation Enterprise (HTPE). The CTIO Board includes four representatives appointed by the Governor for four areas of the State, with another three members appointed by TC.

Tolling on I-25 Segments 6, 7, and 8 will begin in Q1 2024. The CTIO is considering four companies to provide tolling services and intends to use the same transponders as for E-470. Baszler suggested it would be more efficient to have one entity collecting tolls instead of two. Gutierrez explained tolling will be seamless to toll users, but data would be housed separately because E-470 and Northwest Parkway are a separate entity to CTIO and they can no longer meet the data and analysis needs of CTIO.

The CTIO is testing enforcement per new authority provided by HB22-1074. Due to proprietary information, Gutierrez explained he could not provide specifics on CTIO's decision in November to not proceed with the unsolicited proposal for I-25. It was determined CDOT and CTIO could fund Segment 5; however, additional work is needed for Segments 4 and 3b, including a ROD for Segment 4. CDOT Region 1 is working on a safety study for Segment 2.

I-25 Coalition – James reiterated the successful outcome of the Segment 5 contracting decision by TC.

US34 Coalition – James stated Stephens is the new chair and work on the TMO is progressing.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated the Annual Report was finalized in December. The Enterprise is interested in funding BRT and potentially other strategies. The next meeting is on January 26.

Front Range Passenger Rail District – Karspeck reported the Board met on December 8 and 9 and discussed amending the service development plan to review all alignment options. Changing the alignment would require going back to the legislature. Karspeck is serving on the Communications Committee and can bring additional detail on public engagement to a future Council meeting, perhaps in March. Stephens recommended investing in BRT or other service options to connect Weld County residents to the rail line.

Host Council Member Report – Canonico stated Fort Collins adopted an Active Modes Plan on December 20, 2022. The Plan recommends 144 miles of new bike facilities and 165 spot safety treatments. The Vision Zero Action Plan draft will open for public comment on January 13, 2023, with a Council work session in February. Construction began on Laporte Avenue, which includes replacing two aging bridges and significant pedestrian improvements. ROW acquisition is underway for Trilby and College, which is the city's number one safety project and is funded by \$3.6M STBG. The Siphon Overpass project received funds in the additional allocation.

## **EXECUTIVE SESSION:**

Chair James requested a motion to enter an Executive Session.

Mallo **moved** the Council enter into an Executive Session pursuant to C.R.S. §24-6-402(4)(f), regarding the Executive Director contract and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies. The motion was **seconded** by Baszler and **passed** unanimously.

Council entered Executive Session at 8:12 p.m. The Session ended at 8:24 p.m.

**ACTION ITEM:**

Executive Director Contract Amendment

Mallo **moved** to approve the *EXECUTIVE DIRECTOR CONTRACT AMENDMENT*. The motion was **seconded** by Baszler and **passed** unanimously.

**MEETING WRAP-UP:**

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:24 p.m.

Meeting minutes submitted by: Medora Bornhofs, NFRMPO Staff

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

**January 2023 Report from the Air Pollution Control Division to the  
North Front Range Transportation and Air Quality Planning Council  
Thursday, February 2, 2022**

**Air Pollution Control Division Updates**

- The Colorado Air Pollution Control Division is developing an intensity verification rule to ensure a reduction in greenhouse gas emissions from oil and gas upstream operations. Intensity is a measure of greenhouse gas emissions over the amount of oil and gas produced in the form of energy. Oil and gas upstream operators must comply with new intensity requirements, which will decrease (cause more emission reductions) over the course of five years (2025 - 2030). This rulemaking defines how operators calculate their greenhouse gas intensity, monitor operations to ensure compliance, and account for all emissions from their operations. The draft requirements will be discussed during stakeholder meetings scheduled on February 15 and 23. Additional information is available at <https://cdphe.colorado.gov/oil-and-gas-greenhouse-gas-stakeholder-process>.
- On February 21 the Division will host a listening session that will share basic ozone information, identify planning processes and potential strategies, and provide opportunities to share concerns and suggestions related to ozone planning. For additional information visit <https://cdphe.colorado.gov/severe-ozone-planning>.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and Denver-area wintertime residential burning restrictions. For additional information and to subscribe to an email list, please visit <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

**Air Quality Control Commission (Commission) Updates:**

**January 19-20, 2023 Commission Meeting**

- The Division, USDA Forest Service, and Bureau of Land Management's request for a hearing to present its significant user prescribed fire planning renewal document was approved by the Commission.
- The Commission approved the Division's request to set a hearing to consider separating Regulations Numbers 7 and 22. This would be completed by maintaining parts of Regulation Number 7 as such and establishing new regulations: Part B becomes Regulation Number 24; Part C becomes Regulation Number 25; and Part E becomes Regulation Number 26. The upstream oil and gas intensity and midstream



combustion program provisions currently in Regulation Number 22 would be moved to Regulation Number 7. The manufacturing sector greenhouse gas provisions in Regulation Number 22 would become a new Regulation Number 27. The proposed revisions will also include formatting changes.

- The Commission approved the Division's request to set a hearing to consider revisions to Regulation Number 3, to establish air toxics reporting, monitoring and permitting requirements for stationary sources in disproportionately impacted communities, in response to HB21-1266.
- The Commission approved the Division's request to set a hearing to consider establishing a new Regulation Number 28 to address greenhouse gases in terms of building energy efficiency in response to HB19-1261 and HB21-1286.

### **February 16, 2023 Commission Meeting**

- The Division will request that the Commission set a hearing to consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- The Division will request that the Commission set a hearing to consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.
- The Division, Bureau of Land Management, and the USDA Forest Service will present to the Commission its significant user prescribed fire planning renewal document.
- The Division will brief the Commission regarding the implementation of the Commission's oil and gas preproduction monitoring program.
- Per Regulation Number 22, Part B, Section II.D.3., the Division will brief the Commission regarding its final determination concerning greenhouse gas Best Available Emission Control Technology, Energy Best Management Practices and associated analyses for all emission units included in the audit scope with respect to GCC's Regulation Number 22, Part B, Section II.C. audit report. The Division will discuss the public meeting held and comments received.
- Per Regulation Number 22, Part B, Section II.D.3., the Division will brief the Commission regarding its final determination concerning greenhouse gas Best Available Emission Control Technology, Energy Best Management Practices and associated analyses for all emission units included in the audit scope with respect to EVRAZ, CEMEX, and Holcim's Regulation Number 22, Part B, Section II.C. audit reports. The Division will discuss the public meetings held and comments received.



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: February 2, 2023**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### Greenhouse Gas (GHG) Transportation Planning Standard

The draft Intergovernmental Agreement (IGA) between NFRMPO, CDOT, and CDPHE on modeling for the GHG Transportation Planning Standard is attached for Planning Council review. The IGA defines the roles and responsibilities of each agency, establishes the Statewide Modeling Coordination Group (SMCG), identifies escalation procedures, and allows reliance on a previous GHG emissions analysis under specified circumstances.

### Action

NFRMPO staff invites Planning Council member feedback on the draft IGA. The IGA will be signed by Director Mallette.

**INTERGOVERNMENTAL AGREEMENT BETWEEN THE COLORADO  
DEPARTMENT OF TRANSPORTATION, COLORADO DEPARTMENT OF PUBLIC  
HEALTH & ENVIRONMENT, AND THE NORTH FRONT RANGE  
TRANSPORTATION & AIR QUALITY PLANNING COUNCIL REGARDING THE  
EXECUTION OF MPO TRAVEL DEMAND MODEL AND MOVES EMISSIONS  
MODEL**

**THIS AGREEMENT** is made effective and entered into this \_\_\_\_ day of \_\_\_\_\_, 2023, by and between the North Front Range Transportation & Air Quality Planning Council, also known as the North Front Range Metropolitan Planning Organization (NFRMPO), the Colorado Department of Transportation (CDOT), and the Colorado Department of Public Health & Environment (CDPHE).

**I. APPLICABILITY**

This intergovernmental agreement (IGA) applies to the continuing, cooperative, and comprehensive transportation planning and emissions modeling processes required to be carried out pursuant to 2 CCR 601-22, the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions, as implemented by CDOT and the state's Metropolitan Planning Organizations (MPOs) in order to meet state transportation planning requirements and ensure progress towards reducing greenhouse gas (GHG) emissions from the transportation sector.

**II. DEFINITIONS**

All defined terms provided in 2 CCR 601-22 have the same definition in this Intergovernmental Agreement.

“Modeling Requirements to Estimate Greenhouse Gas Emissions” - a living document summarizing the most appropriate model structure and design standards for modeling GHG emissions and the transportation system as it relates to the requirements of 2 CCR 601-22. This document is developed and periodically updated through the Statewide Modeling Coordination Group.

“Statewide Modeling Coordination Group (SMCG)” - composed of travel and air pollutant modeling professionals designated by the State Interagency Consultation Team (IACT), with representatives from all the state's MPOs, CDOT, and the APCD.



### **III. PURPOSE**

This IGA is established to define the roles and responsibilities of the Air Pollution Control Division of the of the CDPHE (APCD), the Division of Transportation Development of CDOT, and NFRMPO (hereafter referred to as “parties”) related to the development and execution of NFRMPO’s MPO Model and the MOVES Model to address the requirements of the GHG Planning Standard in 2 CCR 601-22. Further, this IGA ensures coordination between all parties in carrying out these responsibilities and sets common and shared standards, assumptions, and verification procedures for GHG analysis.

### **IV. COORDINATION AND COMMUNICATION**

Staff from each party will work in partnership to ensure the successful implementation of 2 CCR 601-22 - Rules Governing Statewide Transportation Planning Process (“GHG Planning Rules”). Staff will communicate frequently and make every attempt to resolve differences at the lowest staff level possible and in a timely manner.

Each party will provide one or more representatives to serve on the following committees established by CDOT.

- The State Interagency Consultation Team (IACT), and
- The Statewide Modeling Coordination Group (SMCG).

The IACT works collaboratively and consults appropriately to approve modifications to Regionally Significant definitions, address classification of projects as Regionally Significant, review modeling assumptions and address other issues raised by the parties.

The SMCG works collaboratively to discuss, advise, and agree on analysis approaches and the inputs, content, and timing of work products and outputs related to travel demand modeling, MOVES modeling, and the interrelationships between these tools. The SMCG will make every attempt to resolve technical issues among the parties and to do so in a timeframe that does not delay submission of NFRMPO’s GHG Transportation Report. Disagreements among the SMCG will be elevated to the IACT.

It is expected that all parties will actively participate in the IACT and the SMCG along with any other groups as determined by the IACT.

Any protracted disagreements between parties shall be elevated to the Executive Director of each party.

## V. ANALYSIS, DOCUMENTATION, REVIEW & VERIFICATION RESPONSIBILITIES

NFRMPO RESPONSIBILITIES - two (2) areas of responsibility are identified:

### 1-Modeling and Analysis

1. Notify CDOT's Director of Transportation Development and APCD's Director via email when initiating a transportation planning process that requires a GHG analysis under the GHG Planning Rules to ensure early coordination on MOVES analysis and other relevant technical issues. Such coordination will include developing a milestone schedule identifying an anticipated timeline and the type and format of data and reporting information to be shared between the NFRMPO, APCD, and CDOT.
2. Conduct travel modeling for the NFRMPO MPO area. Develop and report results of NFRMPO's Travel Demand Model and the MOVES Model to the standard described in the "*Modeling Requirements to Estimate Greenhouse Gas Emissions*" document. Operate these models as described in each submitted NFRMPO GHG Transportation Report.
3. Results contained within the GHG Transportation Report submitted to APCD and CDOT will be complete and comprehensive enough to allow for review and verification.

### 2-Documentation

1. Prepare the GHG Transportation Report in compliance with the requirements of 2 CCR 601-22, 8.02.6. Per the requirements of section 8.04.1, the GHG Transportation Report constitutes the technical data supporting NFRMPO's compliance demonstration. The GHG Transportation Report will also include, if applicable, a GHG Mitigation Action Plan.
2. Prepare a calibration and validation report per the requirements of 2 CCR 601-22, 8.02.2.1. This report may be included in the GHG Transportation Report.
3. Document any substantial changes or modifications made to the technical data provided by APCD, for review during the APCD verification process.

APCD RESPONSIBILITIES - two (2) areas of responsibility are identified:

### 1-Modeling and Documentation

1. Prepare, and provide to the SMCG and NFRMPO's Transportation Planning Division Director, documentation of the MOVES modeling process, assumptions

and inputs utilized by APCD for the NFRMPO MPO area, for inclusion in the GHG Transportation Report. Unless otherwise agreed to by the parties to this Intergovernmental Agreement, this modeling process and documentation will be considered final for the duration of a given compliance period which begins when a GHG analysis is initiated as determined through SMCG consultation and concludes when the Transportation Commission has approved a NFRMPO GHG Report for a plan update or amendment.

2. Provide NFRMPO with GHG emission factor outputs from the MOVES model and any necessary tools for GHG emissions analysis for each of the required compliance years. Changes to GHG emission methodology that become available after a GHG emission analysis is initiated will only be used if agreed to by the parties to this Intergovernmental Agreement.

## 2-Review and Verification

1. Perform an overall review of the technical data provided in the draft GHG Transportation Report for obvious calculation errors, and/or results that appear inaccurate, unreasonable, inconsistent, or unsubstantiated; and assess the methods used to estimate future emissions projections.
2. Provide timely feedback via a letter or email to NFRMPO's Transportation Planning Division Director on the submitted draft GHG Transportation Report recognizing that Reports will be considered acceptable if no written comments are received by NFRMPO within 30 days of submission. APCD will notify NFRMPO as early as possible of any potential issues to allow time for consultation and consideration of adjustments.

CDOT RESPONSIBILITIES - two (2) areas of responsibility are identified:

### 1-SMCG and IACT Coordination and Management

1. Convene, organize, and support the IACT. Schedule a minimum of (3) meetings per year, with additional meetings as needed.
2. Convene, organize, and support the SMCG. Schedule a minimum of (3) meetings per year, with additional meetings as needed, to evaluate the state of modeling throughout the duration of the rule and cooperatively review at least annually, the need for specific updates to the "*Modeling Requirements to Estimate Greenhouse Gas Emissions*".
3. Ensure that the "*Modeling Requirements to Estimate Greenhouse Gas Emissions*" document is updated to reflect new information and decisions made by the SMCG and that all changes receive concurrence from the SMCG before finalizing. Serve as document custodian and ensure all parties have access to the most recent version.

4. As a member of the SMCG, CDOT will provide technical support and advice on modeling issues as needed, including defining assumptions regarding zero emission vehicles by vehicle class and staging year to be used in the MOVES model.

## 2-GHG Transportation Reports - Facilitation and Review

1. Ensure timely exchanges of the tools, data inputs and outputs, and documentation between parties to this IGA.
2. Facilitate coordination of parties during the review process by helping to schedule meetings as needed and provide technical assistance as needed.
3. Support the Transportation Commission's review of each submitted GHG Transportation Report and prepare filing of all necessary information.

## **VI. RELIANCE ON PREVIOUS GHG EMISSIONS ANALYSIS**

Applicable planning documents, as defined in 2 CCR 601-22, may rely on the previous GHG emissions analysis if the following can be demonstrated, subject to SMCG concurrence:

1. The new applicable planning document contains all projects which must be completed in the document's covered timeframe to achieve the transportation system defined by the applicable planning document for which the previous GHG emissions analysis was conducted;
2. The scope of each project in the new applicable planning document is not significantly different from that described in the previous applicable planning document; and
3. The previous GHG emissions analysis and Mitigation Action Plan, if any, demonstrates compliance with all applicable GHG Reduction Levels required in 2 CCR 601-22.

## **VII. AMENDMENT, TERMINATION, AND SUPERSESSION OF AGREEMENT**

This IGA will be reviewed at least every four (4) years from its effective date. It may be amended, whenever deemed appropriate, by written agreement of all parties.

Any party to this IGA may terminate it by a 60-day written notice to the other parties. If this occurs, the parties agree to consult further to determine whether the issues can be resolved, and the agreement re-implemented in an amended form.

THE COLORADO DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING  
COUNCIL

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
January 18, 2023**

**APPROVAL OF THE DECEMBER 21, 2022 TAC MINUTES**

White moved to approve the December 21, 2022 TAC minutes. Barzak seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Bornhoft stated APCD is hosting a listening session on January 26, 2023. RAQC held a Control Strategies meeting on January 18, 2023 and is resuming holding monthly meetings in 2023. Bornhoft noted portions of the Severe SIP have been approved, but additional modeling needs to be done. A completed SIP will go to AQCC for approval later in 2023.

**ACTION ITEMS**

**FY2023 Transfort POP** – Katlyn Kelly, Transfort, described Transfort’s FY2023 Program of Projects (POP). Estimates are based on FY2022 apportionments because FY2023 apportionments have not been released yet. Kelly explained the proposed projects, including maintenance, repairs, and security. A public meeting was held on December 10, 2022, and a virtual option was offered. Hornkohl moved to recommend Planning Council approve the FY2023 Transfort Program of Projects. Hahn seconded the motion, which was approved unanimously.

**January 2023 TIP Amendment** – Cunningham described the January 2023 TIP Amendment which includes seven revision requests from CDOT and the NFRMPO. Hornkohl recommended Planning Council approve the January 2023 TIP Amendment. Relford seconded the motion, which was approved unanimously.

**2019-2023 NFRMPO Targets for Safety Performance Measures** – Cunningham stated Planning Council agreed with supporting the State’s targets and requested promoting the Moving Toward Zero Deaths policy in the resolution, because no deaths are acceptable on roadways. White moved to recommend Planning Council set Targets by supporting the CDOT statewide Safety Targets for the 2019-2023 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods. Hornkohl seconded the motion, which was approved unanimously.

**PM2 and PM3 Target Setting** – Relford moved to recommend Planning Council support the statewide targets for PM2 and PM3. Hahn seconded the motion, which was approved unanimously.

**DISCUSSION ITEMS**

**2050 RTP Project Collection Request** – Bornhoft sent out a data request for roadway projects to inform the 2050 RTP on Friday, January 13, 2023, with data due by February 1, 2023. Projects will be incorporated into the Financial Plan and into the Regional Travel Demand Model (RTDM). Bornhoft explained the data request, specifically which roadway projects to include and required information, such as fiscal constraint status, expected completion year, and multimodal elements.

**Regional Performance Measures** – Rouser explained the context for the regional performance measures, which address topics not covered by the Federal Performance Measures. Rouser proposed keeping most of the existing Regional Performance Measures and replacing two 2045 RTP measures with Projects Requiring more than One Extension and Percent of Devices Connected by Fiber on RSCs. Gordon explained next steps for the performance measures, including NFRMPO staff proposing targets at the February TAC meeting.

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

January 19, 2023

3:00 p.m.

Microsoft Teams

Members	Staff
Jon Mallo	Suzette Mallette
Mark Clark	Rachel Stillwell
Kristin Stephens	Barbara Bills
Paul Rennemeyer	Cory Schmitt
	Becky Karasko

The meeting was called to order by Mallo at 3:00 p.m.

**Approval of Minutes:**

Clark made the motion to approve the November 17, 2022, meeting minutes, and Rennemeyer seconded.

**Financial 101:**

For the new members on the Finance Committee, Mallette reviewed the financial structure of the NFRMPO.

**Mobility Report:**

Schmitt gave an update on the Mobility program highlighting the completion of Phase Two at the end of the 2022 fourth quarter with the Trip Discovery Tool. He mentioned that Phase Three was progressing on the Trip Scheduling software component. He discussed the organization of the Northern Colorado Mobility Committee, which is a combination of the LCMC and WCMC. Lastly, he talked about the van that was ordered for the Town of Milliken which will not be delivered due to supply chain issues and the repurposing of a 5310 Capital Award from the former Greeley Good Samaritan Center to 60+ Ride for a wheelchair accessible van.

**Budget Task Amendment:**

An updated proposal for the use of additional CPG funds which was adopted by the Planning Council in November, was presented by Karasko. The planners have identified additional work tasks for the NFRMPO Land Use model and have determined that some of the funds assigned to the Travel Demand model would be better utilized on the Land Use Model. They are requesting that of the total \$30,000 allocated to the Travel Demand Model, \$25,000 should go toward the Land Use Model and the remaining \$5,000 be used for the Travel Demand Model. This is budget neutral requiring only Finance Committee approval.

Clark moved that the proposal be approved and Rennemeyer seconded. The motion passed unanimously.

The meeting was adjourned at 3:31 p.m.

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

January 12, 2023

**Attendees:** York, Brad Ragazzo

**Staff:** Alex Gordon, AnnaRose Cunningham

**2050 RTP: Public Involvement**

Cunningham asked for feedback on materials to give away during outreach. The group recommended chip clips, reusable bag for car, and bike or reflective lights.

Gordon introduced the 2050 Regional Transportation Plan and the vision planning process. Cunningham further explained the 10 Year Plan and provided context to the vision plans. York asked if the corridors were predominantly roadway-focused, and Gordon stated the Vision Plans will consider multimodal improvements. Ragazzo added the vision planning should be intuitive when looking at the maps about how people will be able to move across the corridors. Local plans and initiatives should be acknowledged.

Cunningham introduced the [Arc StoryMap collection](#), including the context Story Map and the visioning commenting tool. York suggested adding “(bus)” to the Transit travel option, and Cunningham stated she will add a multiple-mode travel option. Cunningham will clarify Recreation to include “exercise”. York asked to clarify what the “my vision for the corridor is...” asking. York recommended highlighting which community the different corridors cross, specifically with different colors. York recommended making communities grayscale on the fact sheets and adding more labels. The group discussed adding destinations for context about the geography.

Cunningham noted printed out materials will be available when NFRMPO staff table at libraries and around the region. Cunningham will send out the link to the Arc StoryMap and Gordon will update maps based on the feedback provided by the CAC.

Cunningham highlighted the RideNoCo Trip Discovery Tool has launched at <https://discover.ridenoco.co/#/>. The team worked through some questions about the tool, and they mentioned sharing the information with their networks.

York recommended reaching out to businesses to invite them to participate in the Community Advisory Committee.

The meeting adjourned at 7:33 p.m.



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

## Administrative Modification #2022-M10

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 10/20/2022

### Strategic

#### PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>275,155</b>	<b>20,582</b>	<b>12,485</b>	-	-	-	<b>33,067</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,970	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>272,924</b>	<b>12,440</b>	<b>26,161</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>38,601</b>	<b>-</b>
Revision:	Decreasing FY23 and FY23 Rolled for funding already budgeted by \$14,330 (\$1,00K 7PT/\$6,744K FASTER Safety/\$6,500K PAN/ \$86K Local (FY23)). Correcting Previous Funding by adding \$436K to 7PX and decreasing Faster Safety by \$85K. Rolling \$10,412K FASTER Safety Previous Funding into FY23 by increasing FASTER Safety by \$5,027K and FSB by \$5,385K. Decreasing Local Private funding by \$398K in FY23 Rolled, Increasing Local FY23 by \$3,350K										

## STATE

## PREVIOUS ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Various Below	Federal	RMS	-	1,438	-	-	-	-	1,438	
<b>STIP ID:</b>	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
<b>TIP ID:</b>	P-26	Local	L	-	980	-	-	-	-	980	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>5,499</b>	-	-	-	-	<b>5,499</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	<b>STIP ID</b>	<b>Title</b>	<b>Sponsor</b>	<b>Total Current Project Cost</b>							
	SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625							
	SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684							
	SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,690							
	SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500							

## REVISED ENTRY

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Various Below	Federal	RMS	-	1,438	2,121	-	-	-	3,559	
STIP ID:	SR46000	State	SMS	-	3,081	-	-	-	-	3,081	-
TIP ID:	P-26	Local	L	-	980	409	-	-	-	1,389	-
Type:	Operations		Total	-	5,499	2,530	-	-	-	8,029	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title				Sponsor				Total Current Project Cost	
	SR47007.017	Berthoud Parkway Trail Gap Elimination				Town of Berthoud				\$ 625	
	SR46000.001	Center Bikeway Improvements - CSU				Colorado State University				\$ 684	
	SR47020.037	Laporte Ave Improvements - Fishback to Sunset				City of Fort Collins				\$ 1,690	
	SR46000.002	16th Street Corridor Improvements				City of Greeley				\$ 2,500	
	SR46000.004	Eaton Downtown Streetscape				Town of Eaton				\$ 1,438	
	SR46000.005	Evans Ditch Trail (37th Street Corridor)				City of Evans				\$ 1,093	
Revision:	Adding two new pool projects (SR46000.004 & SR46000.005) in FY23 with \$2,531K (\$2121K Federal/\$406K Local).										

TRANSIT

State

PREVIOUS ENTRY

Title:	NFR 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:	CDOT Region 4	State	7PT (SB 267 Transit)	-	800	-	-	-	-	800	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	800	-	-	-	-	800	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title			Sponsor				Total Current Project Cost		
	SR47008.001	Harmony Rd Transfer Center Phase 1			CDOT Region 4				\$ 500		
	Unassigned	Northern Colorado Bustang Maintenance Facility			CDOT Region 4				\$ 300		

REVISED ENTRY

Title:	NFR 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:	CDOT Region 4	State	7PT (SB 267 Transit)	-	500	-	300	-	-	800	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	500	-	300	-	-	800	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title			Sponsor				Total Current Project Cost		
	SR47008.001	Harmony Rd Transfer Center Phase 1			CDOT Region 4				\$ 500		
	Unassigned	Northern Colorado Bustang Maintenance Facility			CDOT Region 4				\$ 300		

Revision:

Rolling \$300K from FY23 Rolled to FY24 for Northern Colorado Bustang Maintenance Facility project

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

## Administrative Modification #2022-M11

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 11/11/2022

### Strategic

### PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,970	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>272,924</b>	<b>12,440</b>	<b>26,161</b>	-	-	-	<b>38,601</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,161</b>	-	-	-	<b>39,575</b>	-
Revision:	Rolling \$974K from 7PX Previous Funding into FY23 Rolled.										

**STATE**

**PREVIOUS ENTRY**

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Various Below	Federal	RMS	-	1,438	2,121	-	-	-	<b>3,559</b>	
<b>STIP ID:</b>	SR46000	State	SMS	-	3,081	-	-	-	-	<b>3,081</b>	-
<b>TIP ID:</b>	P-26	Local	L	-	980	409	-	-	-	<b>1,389</b>	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>5,499</b>	<b>2,530</b>	-	-	-	<b>8,029</b>	-

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:

STIP ID	Title	Sponsor	Total Current Project Cost
SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684
SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,690
SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500
SR46000.004	Eaton Downtown Streetscape	Town of Eaton	\$ 1,438
SR46000.005	Evans Ditch Trail (37th Street Corridor)	City of Evans	\$ 1,093

**REVISED ENTRY**

Title:	NFR Revitalizing Main Streets	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Various Below	Federal	RMS	-	1,438	2,121	-	-	-	<b>3,559</b>	
<b>STIP ID:</b>	SR46000	State	SMS	-	3,081	-	-	-	-	<b>3,081</b>	-
<b>TIP ID:</b>	P-26	Local	L	-	980	395	-	-	-	<b>1,376</b>	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>5,499</b>	<b>2,516</b>	-	-	-	<b>8,016</b>	-

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 NFR Safer Main Streets in the North Front Range Region. Includes the following pool projects:

STIP ID	Title	Sponsor	Total Current Project Cost
SR47007.017	Berthoud Parkway Trail Gap Elimination	Town of Berthoud	\$ 625
SR46000.001	Center Bikeway Improvements - CSU	Colorado State University	\$ 684
SR47020.037	Laporte Ave Improvements - Fishback to Sunset	City of Fort Collins	\$ 1,690
SR46000.002	16th Street Corridor Improvements	City of Greeley	\$ 2,500
SR46000.004	Eaton Downtown Streetscape	Town of Eaton	\$ 1,438
SR46000.005	Evans Ditch Trail (37th Street Corridor)	City of Evans	\$ 1,079

**Revision:** Decreasing SR46000.005 by \$13K Local in FY23.

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

## Administrative Modification #2022-M12

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 12/7/2022

### 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
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	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	FSB	-	-	7,014	-	-	-	7,014	-
		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	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,416</b>	<b>18,408</b>	-	-	<b>162,056</b>	-



**REVISED ENTRY**

<b>Title:</b>	<b>North I-25: Design Build</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>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	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	FSB	-	-	7,014	-	-	-	7,014	-
		Federal	RPP	-	-	11	-	-	-	11	-
		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	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,426</b>	<b>18,408</b>	<b>-</b>	<b>-</b>	<b>162,067</b>	<b>-</b>

**Revision:** Adding new Federal funding program RPP with \$11K in FY23.

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,161</b>	-	-	-	<b>39,575</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,493</b>	-	-	-	<b>39,907</b>	-

**Revision:** Adding new Federal funding program OIM with \$332K in FY23.

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

## Administrative Modification #2022-M12.2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 12/22/2022

### 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
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	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	FSB	-	-	7,014	-	-	-	7,014	-
		Federal	RPP	-	-	11	-	-	-	11	-
		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	-	-	-	-	-	-	-
			<b>Total</b>	<b>497,006</b>	<b>43,232</b>	<b>100,426</b>	<b>18,408</b>	-	-	<b>162,067</b>	-

**REVISED ENTRY**

<b>Title:</b>	<b>North I-25: Design Build</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>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
<b>Description:</b>	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	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	11	-	-	-	11	-
		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>497,006</b>	<b>43,232</b>	<b>100,426</b>	<b>18,408</b>	<b>-</b>	<b>-</b>	<b>162,067</b>	<b>-</b>
<b>Revision:</b>	Correcting #2022-M12 by removing funding program RPP and shifting \$11K to NHPP/SHF.										

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	4,162	806	8,796	-	-	-	9,602	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,950</b>	<b>13,414</b>	<b>26,493</b>	-	-	-	<b>39,907</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	3,497	1,471	8,796	-	-	-	10,267	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	586	1,500	10,978	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	3,100	-
			<b>Total</b>	<b>271,285</b>	<b>14,079</b>	<b>26,493</b>	-	-	-	<b>40,572</b>	-

**Revision:** Rolling \$665K FASTER Safety from Previous Funding into FY23 Rolled.

## NFRMPO Transportation Alternatives (TA)

### PREVIOUS ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	TA	-	151	-	-	-	-	151	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	113	-	-	-	-	113	-
<b>TIP ID:</b>	2021-001	Local	L	-	66	-	-	-	-	66	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	-	<b>330</b>	-	-	-	-	<b>330</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										

### REVISED ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	TA	-	151	-	-	-	-	151	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	113	-	-	-	-	113	-
<b>TIP ID:</b>	2021-001	Local	L	-	31	-	-	-	-	31	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	35	-	-	-	-	35	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	-	<b>330</b>	-	-	-	-	<b>330</b>	-
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										
<b>Revision:</b>	Correcting Local match percentage by shifting \$35K from Local to Local Overmatch. No change to total funding.										

### PREVIOUS ENTRY

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	City of Loveland	Federal	TA	-	-	-	259	260	-	518	-
<b>STIP ID:</b>	SNF5095.006	State	MMOF	-	-	1,200	-	-	-	-	-
<b>TIP ID:</b>	2024-001	Local	L	-	-	1,200	54	54	-	1,308	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	-	431	-	-	-	431	-
<b>Air Quality:</b>	Exempt from Conformity Analysis		<b>Total</b>	-	-	<b>2,831</b>	<b>312</b>	<b>314</b>	-	<b>3,457</b>	-
<b>Description:</b>	Construction of 10' wide, 1.5-mile trail with two bridges, two crosswalks trailhead facilities and amenities.										

### REVISED ENTRY

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	City of Loveland	Federal	TA	-	-	380	138	-	-	518	-
<b>STIP ID:</b>	SNF5095.006	State	MMOF	-	-	1,200	-	-	-	-	-
<b>TIP ID:</b>	2024-001	Local	L	-	-	1,200	29	-	-	1,229	-
<b>Type:</b>	Bike/Ped Facility	Local	LOM	-	-	431	79	-	-	510	-
<b>Air Quality:</b>	Exempt from Conformity Analysis		<b>Total</b>	-	-	<b>3,211</b>	<b>246</b>	-	-	<b>3,457</b>	-
<b>Description:</b>	Construction of 10' wide, 1.5-mile trail with two bridges, two crosswalks trailhead facilities and amenities.										
<b>Revision:</b>	Advancing Federal funds from FY24/25 to FY23/24. Advancing Local funds from FY25 to FY24 and splitting between Local and LOM. No change to total funding.										

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

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
<b>TIP ID:</b>	2021-001	Local	L	-	396	-	-	-	-	396	-
<b>Type:</b>	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		<b>Total</b>	-	<b>2,047</b>	-	-	-	-	<b>2,047</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										

**REVISED ENTRY**

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
<b>Sponsor:</b>	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
<b>STIP ID:</b>	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
<b>TIP ID:</b>	2021-001	Local	L	-	53	-	-	-	-	53	-
<b>Type:</b>	Widening	Local	LOM	-	1,498	-	-	-	-	1,498	-
	Bike/Ped Facility		<b>Total</b>	-	<b>2,047</b>	-	-	-	-	<b>2,047</b>	-
<b>Air Quality:</b>	Included in conformity analysis										
<b>Description:</b>	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										
<b>Revision:</b>	Correcting Local match percentage by shifting \$343K from Local to Local Overmatch. No change to total funding.										

**PREVIOUS ENTRY**

Title:	US 287 and Trilby 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
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	387	361	-	-	-	-	361	-
<b>STIP ID:</b>	SR46666.060	Federal	STBG	75	-	571	3,045	-	-	3,616	-
<b>TIP ID:</b>	2023-002	Local	L	81	-	119	633	-	-	752	-
<b>Type:</b>	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>1,462</b>	<b>361</b>	<b>690</b>	<b>3,678</b>	-	-	<b>4,729</b>	-
<b>Description:</b>	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										

**REVISED ENTRY**

Title:	US 287 and Trilby 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
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	387	361	-	-	-	-	361	-
<b>STIP ID:</b>	SR46666.060	Federal	STBG	75	-	1,645	1,972	-	-	3,616	-
<b>TIP ID:</b>	2023-002	Local	L	81	-	342	410	-	-	752	-
<b>Type:</b>	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>1,462</b>	<b>361</b>	<b>1,987</b>	<b>2,381</b>	-	-	<b>4,729</b>	-
<b>Description:</b>	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										
<b>Revision:</b>	Advancing \$1,097K (\$1,074K Federal/\$223K Local) from FY24 to FY23. No change to total funding.										

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 2, 2023 Weld County	FY2023 Program of Projects (POP)	Katlyn Kelly Transfort
<b>Objective/Request Action</b>		
Recommend approval of TIP revisions for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2023 FTA sections 5307, 5310 and 5339 apportionments for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2023 Federal Transit Administration (FTA) Section's 5307, 5310 &amp; 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 &amp; 5339 funding for the Fort Collins TMA. Section 5307 &amp; 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY23 funding:</p> <ul style="list-style-type: none"><li>• A public meeting was held from 1:00 - 2:00 pm at the Downtown Transit Center in Fort Collins on December 10, 2022, a virtual attendance option was offered. Public notice of the meeting was published in the primary Fort Collins newspaper.</li><li>• An online notice was on the Transfort website for two weeks with contact information to provide feedback.</li><li>• There have been no question or concerns on the program to date.</li><li>• City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient.</li><li>• Full FY23 apportionments have not yet been released, program funding amounts were estimated using FY22 full apportionments, minus COLT's share.</li><li>• Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.</li></ul>		
<b>Committee Discussion</b>		
This is the first time Planning Council has discussed the FFY 2023 TMA POP.		
<b>Supporting Information</b>		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"><li>• Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s).</li><li>• Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP)</li></ul>		



#### Supporting Information Continued

- Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations
- Ensure the annual POP complies with the requirements that at least one percent is used for public transportation security projects unless all security needs are certified to have been met
- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the February 2, 2023 Planning Council meeting for approval and subsequent inclusion in the FY2023-2026 TIP and STIP.

#### Advantages

Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.

#### Disadvantages

None Noted.

#### Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment.

#### Attachments

- FFY 2023 Program of Projects
- December 10, 2022 Public Hearing Public Notice
- FTA 5307, 5310 and 5339 Factsheets
- FFY22 Full apportionment notices ([5307](#), [5310](#), and [5339](#))
- ***Resolution 2023-02***

Rev. 11/28/2018

**2023 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

**5307 - Estimated FY23 Apportionment - City of Fort Collins**

**\$4,657,284**

**Source of Funds (Federal and Local)**

<b>5307 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Maintain, Repair and Replace Assets	Fort Collins	\$ 1,338,951.25	\$ 1,071,161.00	\$ 267,790.25	20%
1% Security Projects & 0.75% Safety Projects	Fort Collins	\$ 101,878.75	\$ 81,503.00	\$ 20,375.75	20%
Capital Costs of Contracting	Fort Collins	\$ 841,055.00	\$ 336,422.00	\$ 504,633.00	60%
Fixed Route Operating Expenses	Fort Collins	\$ 5,545,036.00	\$ 2,772,518.00	\$ 2,772,518.00	50%
Transit Planning, Design, and Capital	Fort Collins	\$ 494,600.00	\$ 395,680.00	\$ 98,920.00	20%
	Total Project	\$ 8,321,521.00			
	Total Federal	\$ 4,657,284.00			

**5310 - Estimated FY23 Apportionment - City of Fort Collins**

**\$343,067**

**Source of Funds (Federal and Local)**

<b>5310 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 428,833.75	\$ 343,067.00	\$ 85,766.75	20%
	Total Project	\$ 428,833.75			
	Total Federal	\$ 343,067.00			

**5339 - Estimated FY23 Apportionment - City of Fort Collins**

**\$339,495**

**Source of Funds (Federal and Local)**

<b>5339 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	\$ 424,368.75	\$ 339,495.00	\$ 84,873.75	20%
	Total Project	\$ 424,368.75			
	Total Federal	\$ 339,495.00			

## NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2023 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY22 Section 5307 approximate available funding: \$4,657,284
- FY22 Section 5310 approximate available funding: \$343,067
- FY22 Section 5339 approximate available funding: \$339,495

The Proposed Program of Projects (POP) includes:

### 5307 Program

- Maintain, Repair and Replace Assets \$1,071,161 Federal, \$267,790 Local Match
- Safety & Security Projects \$81,503 Federal, \$20,375 Local Match
- Capital Costs of Contracting \$336,422 Federal, \$504,633 Local Match
- Fixed Route Operating Expenses \$2,772,518 Federal, \$2,772,518 Local Match
- Transit Planning, Design and Capital \$395,680 Federal, \$98,920 Local Match

### 5310 Program

- Goods and Services for Seniors and Individuals with Disabilities - \$343,067 Federal, \$85,766 Local Match

### 5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Facilities & Technology - \$339,495 Federal, \$84,873 Local Match

Total Project Costs - \$9,147,723

Total Federal Costs - \$5,339,846

Total Local Costs - \$3,834,877



Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com)). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2023 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public meeting will be held with a virtual attendance option on Thursday, December 8, 2022 from 1:00 – 2:00 pm to allow for questions and comments. If attending in person, the meeting will be located at the Downtown Transit Center at 250 N. Mason Street, Fort Collins. To register for the virtual public meeting option, please email [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com) by December 6th, 2022 and virtual meeting information will be provided.

Comments can also be submitted via the Transfort website ([ridetransfort.com](http://ridetransfort.com)) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2023 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**  
**URBANIZED AREA FORMULA PROGRAM GRANTS**  
**49 U.S.C. Chapter 53, Sections 5307 & 5340**

	<b>FY16 (in millions)</b>	<b>FY17 (in millions)</b>	<b>FY18 (in millions)</b>	<b>FY19 (in millions)</b>	<b>FY20 (in millions)</b>
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
<b>Urbanized Area Formula Program TOTAL</b>	<b>\$5,075.16</b>	<b>\$5,174.11</b>	<b>\$5,279.68</b>	<b>\$5,388.42</b>	<b>\$5,499.48</b>

**PROGRAM PURPOSE:** The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

**Statutory References:** 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

**Program Requirement:** <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-guidance-and>

**Eligible Recipients:** Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

**Eligible Activities:** Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

### **What's Changed?**

The 100 Bus Rule has been expanded to include demand-response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

### **Funding:**

**Federal Share:** The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

**Formula Details:** Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

**Passenger Ferry Grant Program:** \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

**Anything else relevant:** Funds are available the year appropriated plus five years.

### **Other:**

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

**For Additional Information on FTA and the FAST Act, please visit:** [www.transit.dot.gov/fastact](http://www.transit.dot.gov/fastact)



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**

**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES  
Chapter 53 Section 5310**

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>n/a</u>	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
<b>5310 Total</b>	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

**PROGRAM PURPOSE:**

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

**Statutory References:** 49 U.S.C. Section 5310 / FAST Act Section 3006

**Program Guidance:** [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.](#)

**Eligible Recipients:**

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
- State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
- The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

**Eligible Activities:**

- At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
  - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

### What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

### Funding:

#### Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

#### Formula Details:

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
  - Large UZAs: 60%
  - Small UZAs: 20%
  - Rural: 20%
  - States can transfer small urban or rural allocations to large UZA’s but not the other way around.



Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:  
<https://acl.gov/about-acl/authorizing-statutes/older-americans-act>
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: [www.Eldercare.gov](http://www.Eldercare.gov)) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:  
<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/half-fare-triennial-guidance-fy2011>
- A person whose addiction to drugs poses a substantial limitation on one or more major life activities is a person with a disability and is eligible to receive transportation through the Section 5310 program, including to a drug treatment center.

**For Additional Information on FTA and the FAST Act, please visit: <https://www.transit.dot.gov/fast>**



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**  
**GRANTS FOR BUS AND BUS FACILITIES**  
**SECTION 5339**

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
<b>5339 Program TOTAL</b>	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

**Purpose**

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

**Statutory References**

49 U.S.C. Section 5339 / FAST Act Section 3017

**Program Guidance:** [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

**Eligible Recipients**

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

### **Eligible Activities**

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

### **What's Changed?**

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

### **Funding**

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
  - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
  - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**

**RESOLUTION NO. 2023-02**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**REVISING THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307,**  
**\$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA)**  
**PROGRAM OF PROJECTS FOR FFY23**

**WHEREAS**, 23 CFR PART §450.324 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 FY2023-2026 TIP are consistent with the adopted 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Finding conducted on the FY2023-2026 TIP was positive, and all of the projects in the FY2023-2026 TIP come from the conforming 2045 RTP and this revision does not change the positive conformity finding on the FY2023-2026 TIP;

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

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, and Fixed-Route Operating Expenses
  - FY23 Apportionment of \$4,657,284 (Federal)
- FTA \$5310 – Goods and Services for Seniors and Individuals with Disabilities
  - FY23 Apportionment of \$646,067 (Federal)
- FTA \$5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
  - FY23 Apportionment of \$339,495 (Federal)

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY23 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of February 2023.

\_\_\_\_\_  
Scott James, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 2, 2023 Weld County	January 2023 TIP Amendment	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To approval of the January 2023 Transportation Improvement Program (TIP) Amendment to the FY2023-FY2026 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The January 2023 TIP Amendment includes seven revision requests from CDOT and the NFRMPO:</p> <ul style="list-style-type: none"> <li>• Adding CDOT Region 4's new project <i>I-25: Segment 5 (CO56 to CO66)</i> with \$64,050K Federal/State LEG funding in FY24 and FY25.</li> <li>• Adding Fort Collins' new project <i>William Neal/Ziegler Int Improvements</i> with \$604K Federal TA and \$779K Local funding in FY24 and FY25.</li> <li>• Adding Severance's new project <i>Great Western Trail Crossing &amp; Paving</i> with \$93K Federal TA, \$207K Federal STBG, and \$200K Local funding in FY25.</li> <li>• Adding Fort Collins' new project <i>Power Trail Grade Separated Crossing</i> with \$2,700K Federal CMAQ and \$4,500K Local funding in FY23-FY25.</li> <li>• Adding Weld County's new project <i>CR74 and CR31 Roundabout</i> with \$1,269K Federal CMAQ and \$6,595K Local funding in FY25.</li> <li>• Adding Severance's new project <i>Harmony Rd &amp; CR19 Int Improvements</i> with \$1,259K Federal STBG and \$841K Local funding in FY24.</li> <li>• Adding Fort Collins' new project <i>On-Route BEB Chargers -STC</i> with \$1,000K State MMOF and \$1,000K Local funding in FY25.</li> </ul> <p>The attached January 2023 Policy Amendment Form provides additional information on these requests.</p>		
<b>Committee Discussion</b>		
This is the first and only time Planning Council is scheduled to see the January 2023 TIP Amendment.		
<b>Supporting Information</b>		
<p>The 30-day Public Comment period for the January 2023 TIP Amendment began on January 11, 2023 and concludes on February 9, 2023.</p> <p>An environmental justice analysis is included for the seven new location-specific projects.</p> <p><u>Funding Types and Uses</u></p> <p><b>Congestion Mitigation &amp; Air Quality (CMAQ)</b> funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p> <p><b>Legislative (LEG)</b> – Legislative funding is any funding source authorized by State of Federal Legislature. Legislative funding includes but is not limited to SB21-260 State funding and federal funding authorized under the Bipartisan Infrastructure Law (BIL) Infrastructure Investments and Jobs Act (IIJA).</p>		

### Supporting Information continued

**Multimodal Transportation and Mitigation Options Fund (MMOF)** 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.

**Surface Treatment Block Grant (STBG)** is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.

**Transportation Alternatives (TA)** authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

### Advantages

- Approval by the NFRMPO Planning Council will ensure the FY2023-2026 TIP remains fiscally constrained.

### Disadvantages

- None noted.

### Analysis/Recommendation

- TAC recommends adding the January 2023 TIP Amendment to the FY2023-2026 TIP.

### Attachments

- January 2023 Policy Amendment Form
- Environmental Justice Analysis
- ***Resolution 2023-03***

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

## Policy Amendment #2023-A1

Submitted to: TAC & Planning Council

Prepared by: AnnaRose Cunningham

DATE: 1/11/2023

### Strategic

Title:	I-25: Segment 5 (CO56 to CO66)	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/State	LEG	-	-	-	19,000	45,050	-	64,050	-
STIP ID:	Unassigned		Total	-	-	-	19,000	45,050	-	64,050	-
TIP ID:	2023-019										
Type:	Modify & Reconstruct										
Air Quality:	Included in conformity analysis										
Description:	One new express lane in each direction from CO56 to CR38 (MPO boarder). Replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility and interchange improvements										
Revision:	New project addition with new Federal/State funding program LEG (State and Federal Legislative Funding).										

### NFRMPO Transportation Alternatives (TA)

#### NEW ENTRY

Title:	William Neil/Ziegler Int 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:	Fort Collins	Federal	TA	-	-	-	233	370	-	604	-
STIP ID:	Unassigned	Local	L	-	-	-	49	77	-	125	-
TIP ID:	2024-005	Local	LOM	-	-	-	87	567	-	654	-
Type:	Bike/Ped Facility		Total	-	-	-	369	1,014	-	1,383	-
Air Quality:	Exempt from conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14.										
Revision:	New project addition.										

#### NEW ENTRY

Title:	Great Western Trail Crossing & Paving	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Severance	Federal	TA	-	-	-	-	93	-	93	-
STIP ID:	Unassigned	Federa;	STBG	-	-	-	-	207	-	207	-
TIP ID:	2025-003	Local	L-TA	-	-	-	-	19	-	19	-
Type:	Bike/Ped Facility	Local	L-STBG	-	-	-	-	43	-	43	-
Air Quality:	Exempt from Conformity Analysis	Local	LOM	-	-	-	-	138	-	138	-
			Total	-	-	-	-	500	-	500	-
Description:	Construction of pedestrian crossing with RRFB, raised crosswalk, and bike/ped signage at CR74 and CR23 and pave the trail from CR74 to CR23.										
Revision:	New project addition.										

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

Title:	Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	-	249	109	2,342	-	2,700	-
STIP ID:	SR47020.026	Local	L	-	-	52	23	487	-	561	-
TIP ID:	2024-006	Local	LOM	-	-	800	1,700	1,439	-	3,939	-
Type:	Bus Replacement/Expansion		Total	-	-	1,101	1,832	4,267	-	7,200	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Design, ROW acquisition, and construction of a multimodal grade separated crossing for the Power Trail at Harmony Road. See also CDOT R4 TAP pool.										
Revision:	New project addition.										

**NEW ENTRY**

Title:	CR74 and CR31 Roundabout	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	CMAQ	-	-	-	-	1,269	-	1,269	-
STIP ID:	Unassigned	Local	L	-	-	-	-	264	-	264	-
TIP ID:	2025-005	Local	LOM	-	-	-	-	6,331	-	6,331	-
Type:	Intersection Improvements		Total	-	-	-	-	7,864	-	7,864	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construction of a roundabout at the intersection of WCR74 and WCR31.										
Revision:	New project addition.										

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

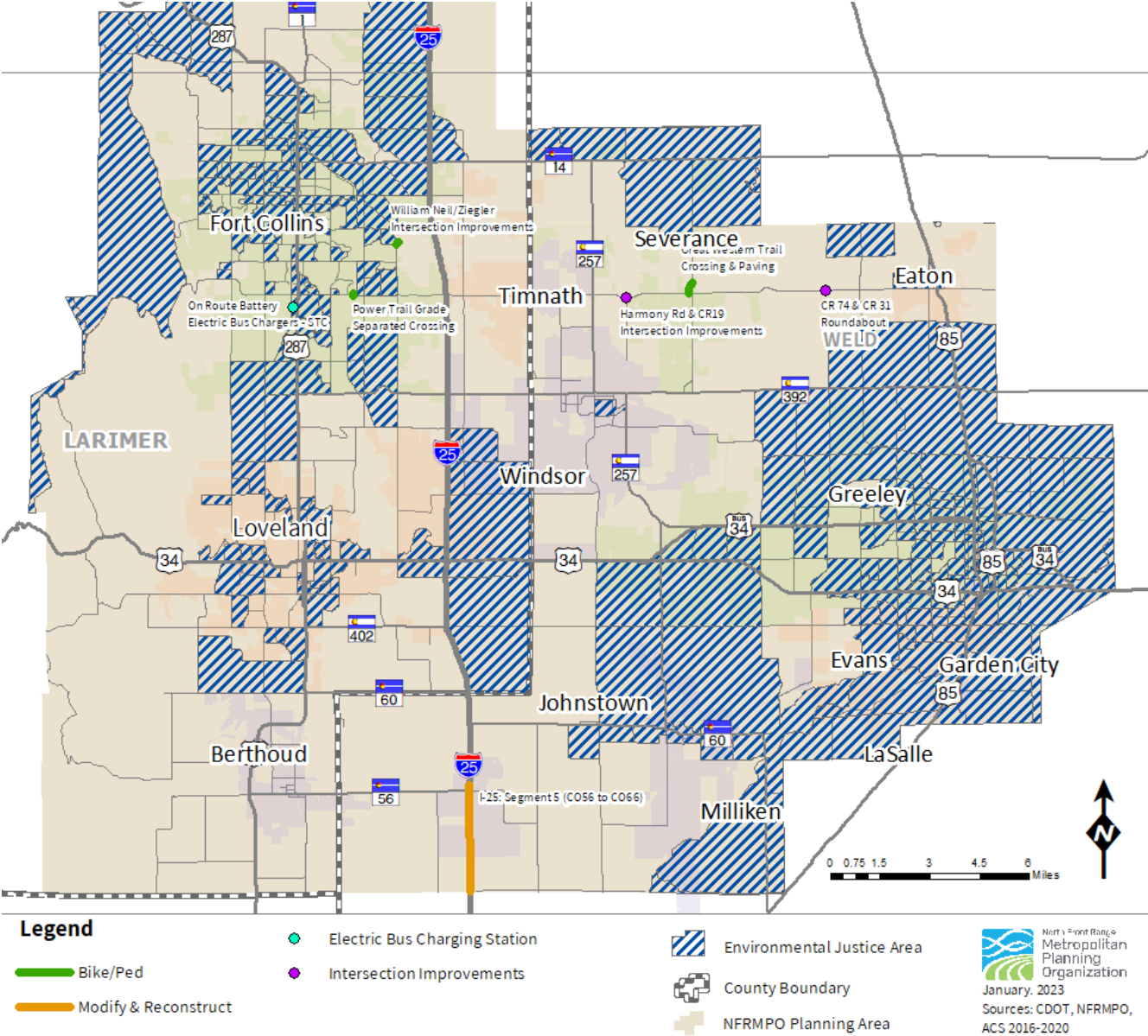
Title:	Harmony Rd & CR19 Int Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Severance	Federal	STBG	-	-	-	1,259	-	-	1,259	-
STIP ID:	Unassigned	Local	L	-	-	-	262	-	-	262	-
TIP ID:	2024-007	Local	LOM	-	-	-	579	-	-	579	-
Type:	Intersection Improvements		Total	-	-	-	2,100	-	-	2,100	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Installation of traffic signal at E. Harmony Road and WCR 19.										
Revision:	New project addition.										



Multimodal Transportation and Mitigation Options Fund (MMOF)

NEW ENTRY											
Title:	On-Route BEB Chargers - STC	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	-	-	-	1,000	-	1,000	-
STIP ID:	Unassigned	Local	L	-	-	-	-	1,000	-	1,000	-
TIP ID:	2025-004		Total	-	-	-	-	2,000	-	2,000	-
Type:	Capital										
Air Quality:	Exempt from conformity analysis										
Description:	Design, purchase, and installation of two (2) on-route battery electric bus (BEB) chargers at the Transfort South Transit Center (STC).										
Revision:	New project addition.										

January 2023 TIP Amendment EJ Analysis Tables and Map



Criteria	I-25: Segment 5 (CO56 to CO66)	
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	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Legislative/ Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	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 Benefits		
According to the North I-25 Environmental Impact Statement and Record of Decision 1 (ROD 1), the Project will temporarily incur noise, vibration, and visual impacts through construction, although they would be minimized as much as possible and mitigation measures will be needed to avoid air quality, water quality, and traffic impacts. Details about the anticipated burdens for the North I-25 project are included in the North I-25 EIS Appendix C: Supplemental Resource Information. Refer to ROD 1, Section K and L, for details on the proposed mitigation measures and monitoring program that will be implemented to address these anticipated burdens.		
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment	Yes	
Improved access to transit options and alternative modes of transportation	Yes	
Additional Anticipated Benefits		
The Project will replace aging and functionally obsolete infrastructure, increase safety, provide drivers the choice of a new, reliable travel lane, and increase public transit options. The Project will Incorporate multimodal options, such as carpool lots, future trail preservations, and greenhouse gas reducing measures.		
Outreach		
An Environmental Justice analysis document was prepared as part of the North I-25 EIS in 2011 which included specialized outreach efforts for minority and low-income populations. Additional outreach was conducted during the development of the Statewide Transportation Plan adopted in August 2020. Project outreach will continue and include virtual town meeting presentations, updates and videos of planned and completed work continuously posted on various social media platforms, and virtual public meetings.		

Criteria	William Neil/Ziegler Int 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	Yes	
Project Sponsor	City of Fort Collins	
Project Type	Bike/Ped Improvements	
Funding Source	TA	
Call Awarded	2023 – Additional Allocations	
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	Yes	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	None Reported	
Benefits		
Decrease in travel time	No	
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	Although a potential signalized pedestrian crossing may not have significant air quality benefits in the short term, encouraging a mode shift from vehicles to non-motorized transportation will likely have long-term air quality benefits. By providing a safe multimodal connection, the Project supports this mode shift.	
Outreach		
The City has received numerous requests from the public for an improved pedestrian and bicycle crossing at the intersection, including requests through the Active Modes Plan update, which is currently underway. Extensive outreach has occurred for the Poudre River Trail completion. For this Project specifically, the City will develop a project website and potentially conduct open house events or discuss the project and transportation fairs.		

Criteria	Power Trail Grade Separated Crossing	
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	City of Fort Collins	
Project Type	Bike/Ped Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	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	Construction activities will have minor impacts such as noise. Vehicular traffic on Harmony Road may have partial or full closures during construction. However, the City and contractor will make every effort to minimize impact severity and duration.	
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 complete the final missing segment of regionally significant trail from the Poudre River Corridor to the Big Thompson Corridor. As a result, vulnerable populations will have safe, comfortable connectivity throughout the region, including access to schools, employment opportunities, businesses, and recreation destinations.	
Outreach		
The Project was identified in a grade-separated crossing study as the highest priority. The study was presented at various boards, commissions, and advocacy groups. The Project maintains a website and has been presented at boards, commissions, advocacy groups, a transportation fair, and to various stakeholders. Outreach will continue through design and construction.		

Criteria	Great Western Trail Crossing & Paving	
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	Severance	
Project Type	Bike/Ped Improvements	
Funding Source	STBG/TA	
Call Awarded	2023 – Additional Allocations	
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	Potential burdens include limited access for adjacent residents during construction.	
Benefits		
Decrease in travel time	No	
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	Safe routes to school for residents, improved and safer routes to parks, Town amenities, and the larger trail network in the region.	
Outreach		
The Town of Severance conducted outreach through Open Houses and discussions with residents at Town sponsored events and has heard a community need and desire for better and safer pedestrian crossings.		

Criteria	CR74 and CR31 Roundabout	
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	Weld County	
Project Type	Intersection Improvements	
Funding Source	CMAQ	
Call Awarded	2023 – Additional Allocations	
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	There are no anticipated burdens to the local community.	
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	Development opportunities will be improved because of the project.	
Outreach		
Targeted public outreach occurred during the development of the <a href="#">Weld County Road 74 Access Control Plan</a> planning effort. Staff continually informs the public of projects occurring along the corridor.		

Criteria	Harmony Rd & CR19 Int 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	Severance	
Project Type	Intersection Improvements	
Funding Source	STBG	
Call Awarded	2023 – Additional Allocations	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	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	Yes
Additional Anticipated Burdens	There are no anticipated burdens to the local community.	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Improved safety at a major intersection, improvements to major freight route.	
Outreach		
Town staff has completed outreach with Town residents at Severance Days. Through Town Council meetings, all of which are open to the public and publicly noticed, we have conducted an Intersection Control Analysis review and received citizen support for signaling the intersection. Town staff has also coordinated with neighboring property owners and utility companies in the area. Town staff would be willing to do additional outreach if required.		



**RESOLUTION NO. 2023-03**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE JANUARY 2023 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 January 2023 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:

- Legislative (LEG) funding:
  - Adding CDOT Region 4’s new project *I-25: Segment 5 (CO56 to CO66)* with \$64,050K Federal/State LEG funding in FY24 and FY25.
- Transportation Alternatives (TA) and Local funding:
  - Adding Fort Collins’ new project *William Neal/Ziegler Int Improvements* with \$604K Federal TA and \$779K Local funding in FY24 and FY25.
- Surface Transportation Block Grant (STBG), TA, and Local funding
  - Adding Severance’s new project *Great Western Trail Crossing & Paving* with \$93K Federal TA, \$207K Federal STBG, and \$200K Local funding in FY25.
- STBG and Local funding
  - Adding Severance’s new project *Harmony Rd & CR19 Int Improvements* with \$1,259K Federal STBG and \$841K Local funding in FY24.
- Congestion Mitigation and Air Quality (CMAQ) and Local funding
  - Adding Fort Collins’ new project *Power Trail Grade Separated Crossing* with \$2,700K Federal CMAQ and \$4,500K Local funding in FY23-FY25.
  - Adding Weld County’s new project *CR74 and CR31 Roundabout* with \$1,269K Federal CMAQ and \$6,595K Local funding in FY25.
- Multimodal Transportation and Mitigation Options Fund (MMOF) and Local funding
  - Adding Fort Collins’ new project *On-Route BEB Chargers -STC* with \$1,000K State MMOF and \$1,000K Local funding in FY25.

**Resolution No. 2023-03**

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of February 2023.

---

Scott James, Chair

ATTEST:

---

Suzette Mallette, Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 2, 2023 Weld County	2019-2023 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To approve the five federally required Highway Safety Performance Measures for 2019-2023.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2019-2023 period by February 27, 2023. CDOT set statewide Targets for 2019-2023 for the National Safety Measures in August 2022. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2019-2023 period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – <b>668</b></li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – <b>1.262</b></li> <li>• Number of Serious Injuries – <b>3,041</b></li> <li>• Rate of Serious Injuries per 100M VMT – <b>5.794</b></li> <li>• Number of Non-motorized Fatalities and Serious injuries – <b>548</b></li> </ul> <p>The NFRMPO used the same methodology CDOT used to set the 2019-2023 Safety Targets to present the status of safety in the NFRMPO. The regional target option is presented in <b>Table 1</b>.</p>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>• TAC discussed the 2019-2023 Targets for Safety Performance at their meeting on December 21, 2022.</li> <li>• Planning Council discussed the targets at their meeting on January 5, 2023 and requested Staff include a reference to the NFRMPO Safety Vision: Towards Zero Deaths in the final resolution, and also consider pursuing a Vision Zero Action Plan in the future.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• Targets for the safety performance measures are set based on a rolling 5-year average.</li> <li>• CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2022 and 2023. The 5-year average was calculated using actual fatality and serious injury numbers for 2019-2021 and the forecasted numbers for 2022-2023.</li> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO's Targets for 2019-2023 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.</li> <li>• The NFRMPO has set Safety Performance measure targets by supporting CDOT's targets for the past five performance periods. These targets are presented in <b>Table 2</b>.</li> </ul>		

### Advantages

Adopting the State's Targets aligns the NFRMPO with Safety Planning being completed at the Statewide level. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.

### Disadvantages

The State Safety Targets do not reflect performance specific to the NFRMPO region.

### Analysis/Recommendation

TAC recommends Planning Council set Targets by supporting the CDOT statewide Safety Targets for the 2019-2023 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.

### Attachments

- **Table 1:** 2019-2023 Safety Performance Measure Target Options
- **Table 2:** Historical CDOT Safety Performance Measure Targets
- ***Resolution 2023-04***

**Table 1: 2019-2023 Safety Performance Measure Target Options**

Measure	CDOT	NFRMPO
<b>Fatalities</b>	668	42
<b>Fatality Rate Per 100M VMT</b>	1.262	1.017
<b>Serious Injuries</b>	3,041	163
<b>Serious Injury Rate Per 100M VMT</b>	5.794	4.141
<b>Non-Motorized Fatalities and Serious</b>	548	29

**Table 2: Historical CDOT Safety Performance Measure Targets**

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023
<b>Fatalities</b>	610	644	618	603	597	668
<b>Fatality Rate</b>	1.2	1.21	1.143	1.113	1.093	1.262
<b>Serious Injuries</b>	3,350	2,909	3,271	3,161	3,194	3,041
<b>Serious Injury Rate</b>	6.79	5.575	6.075	5.828	5.846	5.794
<b>Non-Motorized Fatalities and Serious Injuries</b>	586	514	670	551	571	548

**RESOLUTION NO. 2022-04**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**TO SET TARGETS BY SUPPORTING THE 2019-2023 TARGETS ESTABLISHED BY CDOT FOR THE SAFETY**  
**PERFORMANCE MEASURES**

**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**, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

**WHEREAS**, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths in accordance with the NFRMPO Safety Vision: Towards Zero Deaths adopted on September 3<sup>rd</sup>, 2020 and will continue to pursue planning and funding opportunities to carry out this vision; and

**WHEREAS**, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

**WHEREAS**, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) set the following targets for the 2018-2022 performance period:

- (1) Number of Fatalities – 668
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.262
- (3) Number of Serious Injuries – 3,041
- (4) Rate of Serious Injuries per 100 million VMT – 5.794
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 548; and

**WHEREAS**, the CDOT set its 2019-2023 safety targets with a data-driven approach and in collaboration with planning partners; and

**WHEREAS**, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region; and

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set targets by supporting the CDOT statewide safety targets for 2019-2023 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of February 2023.

\_\_\_\_\_  
Scott James, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: February 2, 2023**

**Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task  
Amendment #1**

### Background

Following the approval of the FY2022 Budget Amendment #1 at the November Planning Council Meeting, NFRMPO staff has updated the FY2023 Tasks to reflect the additional funding available, including:

- \$25,000 in additional CPG funds to **Task 2.2: Land Use Model Management** to enhance the UrbanSim Land use Allocation Model currently being updated;
- \$5,000 in additional CPG funds to **Task 2.3: Transportation Model Management** to enhance the 2019 Base Year Regional Travel Demand Model currently under development;
- \$250,000 in additional State MMOF funds to **Task 2.3: Transportation Model Management** to enhance the 2019 Base Year Regional Travel Demand Model currently under development;
- \$37,000 in additional CPG funds to **Task 3.3: Air Quality, Conformity, and GHG Emissions Analysis** for Air Quality related work and modeling;
- \$10,000 in additional CPG funds to **Task 5.3: Human Resources/IT** for new server purchase and installation; and
- \$90,000 in additional salary to be allocated across all relevant Tasks to reflect salary increases for all NFRMPO staff.

The FY2023 UPWP Budget Amendment #1 for the additional CPG funds was approved by Planning Council at their November 3, 2022 meeting. The \$250,000 in additional state MMOF funds was approved by Planning Council at the August 4, 2022 meeting as part of the July 2022 TIP Amendment.

### Action

NFRMPO staff requests Planning Council approval of the FY2023 Task Amendment #1 at their February 2, 2023 meeting.

**RESOLUTION NO. 2023-05**

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL APPROVING  
THE FIRST AMENDMENT TO THE FY2023 TASKS AND BUDGET OF THE FY2022-2023 UNIFIED PLANNING  
WORK PROGRAM (UPWP)**

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

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

**WHEREAS**, the FY2023 budget and FY2023 Tasks were approved by the North Front Range Transportation & Air Quality Planning Council on May 6, 2021 and this is the First Task Amendment to the FY2023 Tasks; and

**WHEREAS**, the NFRMPO is amending the FY2023 budget to include:

- Increased Consolidate Planning Grant (CPG) funds as identified by CDOT’s allocation FY2023 table by \$167,000 total; and
- Increased State Multimodal Transportation and Mitigation Options Funds (MMOF) by \$250,000; and

**WHEREAS**, the total NFRMPO budget will increase by \$417,000; and

**WHEREAS**, the NFRMPO is amending the FY2022 UPWP Tasks to include:

- \$25,000 in additional CPG funds to **Task 2.2: Land Use Model Management** to enhance the UrbanSim Land use Allocation Model currently being updated;
- \$5,000 in additional CPG funds to **Task 2.3: Transportation Model Management** to enhance the 2019 Base Year Regional Travel Demand Model currently under development;
- \$250,000 in additional State MMOF funds to **Task 2.3: Transportation Model Management** to enhance the 2019 Base Year Regional Travel Demand Model currently under development;
- \$37,000 in additional CPG funds to **Task 3.3: Air Quality, Conformity, and GHG Emissions Analysis** for Air Quality related work and modeling;
- \$10,000 in additional CPG funds to **Task 5.3: Human Resources/IT** for new server purchase and installation;
- \$90,000 in additional salary to be allocated across all relevant Tasks to reflect salary increases for all NFRMPO staff; and

**WHEREAS**, the VanGo™ total budget remains unchanged.



**RESOLUTION NO. 2023-05**

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council hereby approves the First Amendment to the FY2023 Tasks of the FY2022-2023 Unified Planning Work Program (UPWP). Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of February 2023.

\_\_\_\_\_  
Scott James, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Jerome Rouser**

**Date: February 2, 2023**

**Re: PM2: Pavement and Bridge Condition and PM3: System  
Performance**

### Background

Transportation Performance Management (TPM) is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. The NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The NFRMPO can set targets either at the MPO level or decide to support the State's targets. In either case, the NFRMPO must agree to plan and program projects, which contribute toward the accomplishment of adopted targets.

CDOT set statewide targets for Pavement and Bridge condition (PM2) and System Performance (PM2) for the second federal performance period covering the years 2022-2025, which began on October 1, 2022. The NFRMPO must either support their state's targets or set their own targets by March 30, 2023. The Colorado statewide targets are outlined in **Tables 1-4**.

### Action

TAC recommends Planning Council support the statewide targets for PM2 and PM 3.



**Table 1: Pavement Condition Statewide Targets**

<b>Pavement Condition</b>	<b>2023 (2-year) Target</b>	<b>2025 (4-year) Target</b>
Percentage of pavements of the Interstate System in Good Condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor Condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

**Table 2: Bridge Condition Statewide Targets**

<b>Bridge Condition</b>	<b>2023 (2-year) Target</b>	<b>2025 (4-year) Target</b>
Percentage of National Highway System Bridges in Good condition	36.0%	36.0%
Percentage of National Highway System Bridges in Poor condition	4.0%	4.0%



**Table 3: System Reliability Statewide Targets**

<b>System Reliability</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles traveled on the Interstate that are reliable	81%	79%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	93%	94%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46

**Table 4: CMAQ Statewide Targets**

<b>CMAQ</b>	<b>2023 Target</b>	<b>2025 Target</b>
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	2,672 kg/day	5,393 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	239 kg/day	482 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	538 kg/day	1,086 kg/day

# 2050 RTP Update

Planning Council



North Front Range  
Metropolitan  
Planning  
Organization



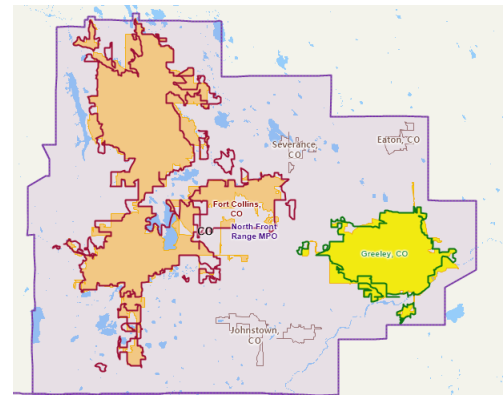
February 2, 2023

1

## RTP Overview



- Identify how the metropolitan area will **manage and operate a multimodal transportation system** to meet the region's economic, transportation, development and sustainability goals
- 20+-year planning horizon
- Fiscally constrained



More info: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>

2

2

## Chapters



### 1. Planning Context

What does our region/agency look like today?

### 2. Trends

Socioeconomic, transportation, emerging trends and technology, and security/safety

### 3. Visioning and Scenario Planning

What does the region look like as it grows and develops?

### 4. Funding and Financing

What projects should the region fund and with what money?

3

3

## Modeling



### Travel Demand Model Update

- Improve the model's representation of induced demand
- Convert from an aggregate trip generation model to a disaggregate trip generation model
- Refine the Work from Home component of the model
- Acquire data to improve model estimation and calibration

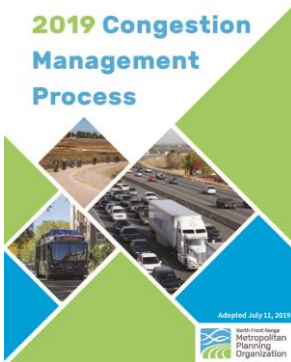
### Land Use Model Update

- Update developments since 2019
- Incorporate additional data from the American Community Survey and employment data

4

4

## Components to be Updated



Congestion Mitigation Process

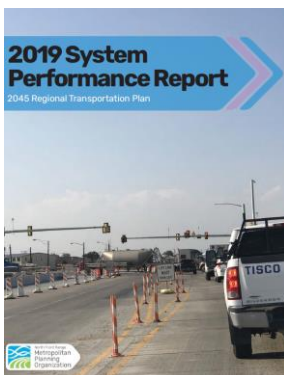


Transportation Improvement Program

5

5

## Components to be Updated



System Performance Report



GHG Transportation Report

6

6

## Timeline



	2022				2023		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>Outreach</b>							
<b>Model Updates</b>							
Land Use Model							
Travel Demand Model							
<b>Performance Management</b>							
<b>Vision Planning</b>							
Corridor Identification							
Vision Plans							
<b>Funding and Finance</b>							
Financial Plan							
TIP Development							
<b>Air Quality</b>							
GHG Transportation Report							
Conformity							
<b>Approval Process</b>							

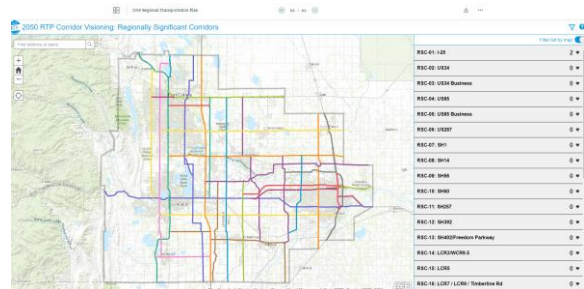
7

7

## Outreach



- Story Map: <https://bit.ly/3D8mrwg>
- Tabling
- Presentations and Discussions
- Project Website



8

8



## Questions?

**Alex Gordon, PTP**

Transportation Planner III

[agordon@nfrmpo.org](mailto:agordon@nfrmpo.org)

(970) 289-8279

9

9

	<p>MINUTES OF THE INFORMAL DISCUSSION AND REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE <b>COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)<sup>1</sup></b></p> <p>Held: Wednesday, December 14, 2022, 9:00 am Broadcast on YouTube Live. A recording of the meeting can be found <a href="#">here</a>.</p> <p>The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:</p> <p>Margaret Bowes, Chair Karen Stuart, Vice-Chair Don Stanton Cecil Gutierrez Travis Easton</p>
<b>Roll Call Regular Meeting</b>	All board members, except for Director Adams and Director Noble, were present. The meeting began at 9:00 am.
<b>Informal Discussion</b>	<p>CTIO Staff and the CTIO Board discussed the Central 70 Toll Rates and the C-470 update.</p> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>Board members, staff, and CTIO's traffic and revenue advisory consultant discussed the analysis of C-470, including the key inputs around demographic and travel changes observed on the corridor and across the front range.</li> </ul>
<b>Roll Call Regular Meeting</b>	All board members, except for Director Adams and Director Noble, were present. The meeting continued at 9:12 am.
<b>Public Comment</b>	There was no public comment.

<sup>1</sup> The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

<p><b>Director's Report</b></p>	<p>Nick Farber, CTIO Director, provided the Director's Report, which included information on the following:</p> <ul style="list-style-type: none"> <li>• Director Farber thanked the evaluation and consultant teams for all their hard work getting to a short-list on the back office procurement.</li> <li>• CTIO staff has also been working hard with Blissway, the CDOT controller, and the office of the state auditor to get the Mountain Express Lanes enforcement program up and running. CTIO staff will have more information on the likely start date in the coming weeks.</li> <li>• Director Farber recently briefed the Clear Creek County Commission on the safety enforcement program. They asked if it's possible to share some of the fine revenue with the Clear Creek County Sheriff's office. This is something that can be discussed during the anticipated CTIO board retreat in the new year.</li> <li>• In addition to the above item, Director Farber confirmed that additional board retreat topics are likely to include: <ul style="list-style-type: none"> <li>○ A review of lessons learned to update the CTIO unsolicited proposal policy.</li> <li>○ Dynamic pricing.</li> </ul> </li> </ul> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• CTIO board members agreed that it was best to take more time to ensure the safety enforcement program works as intended.</li> <li>• CTIO Board members thanked Director Farber and the CTIO staff for all their work throughout the year.</li> </ul>
<p><b>Consent Agenda: Resolution #403, November 16, board minutes,</b></p>	<p><b>ACTION:</b> Upon a motion by Director Easton and second by Director Stanton, a vote was conducted, and Resolution #403 (November 16, 2022 minutes) was unanimously approved.</p>
<p><b>CTIO Commercial Back Office Procurement Shortlist Announcement</b></p>	<p>Kelly Brown, Chief Toll Operations Officer, provided an update to the board on the process and steps that the evaluation team took to get to a shortlist for the back office procurement.</p> <p>Mrs. Brown confirmed that the Evaluation Committee reviewed the Statements of Qualifications that were received based on the responsiveness requirements and evaluation criteria set forth in the Request for Qualifications (RFQ).</p> <p>The following vendor teams were shortlisted and have qualified to move to the next stage of the procurement. The list is presented in alphabetical order:</p>

	<ul style="list-style-type: none"> <li>• Emovis</li> <li>• IBI Group</li> <li>• TollPlus</li> <li>• Transcore</li> </ul> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• Board members thanked the evaluation team for their work and indicated they are looking forward to moving forward with the process in the new year.</li> </ul>
<b>Central 70 Toll Rates</b>	<p>Kelly Brown, Chief Toll Operations Officer, provided an overview to the board on the proposed toll rates for the Central 70 Express Lanes, which are due to begin tolling early next year.</p> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• Board members and staff discussed the rationale for the toll rates and the work that went into identifying the toll rates.</li> <li>• CTIO staff also confirmed that the equipment installed on the facility will have dynamic pricing functionality and that CTIO staff will be coming to the board with a draft dynamic pricing policy for discussion during the board retreat. But for the initial go-live period, a time-of-day toll schedule regime will be used until the board approves a dynamic pricing policy sometime later in 2023.</li> </ul>
<b>Budget Workshop</b>	<p>Piper Darlington, Enterprises Budget &amp; Special Projects Manager, provided a short presentation on the budget process. The presentation focused on:</p> <ul style="list-style-type: none"> <li>• Fund 536 - Special Revenue Fund</li> <li>• Fund 537 - Operating Fund</li> <li>• Sources and uses of the funding</li> <li>• Key areas of work for the Fiscal year 2023-24</li> <li>• Toll Revenue Estimates</li> <li>• Next steps</li> </ul> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• With tolling commencement for I-25 North Segments 6, 7 and 8 anticipated in FY 2023-24, Board members and CTIO staff discussed the importance of revenue performance of the various segments along I-25 separately.</li> <li>• Board members and staff discussed the I-25 Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and implications for Segment 5, which will be discussed during the Transportation Commission meetings later in the day.</li> </ul>

<b>Adjourn</b>	The CTIO Board adjourned at 10:17 am.
----------------	---------------------------------------