



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA -- REVISED
May 4, 2023

<u>In-Person Attendance Option</u> Evans Riverside Library & Cultural 3700 Golden Street Evans, CO 80620	<u>Virtual Attendance Option</u> Call-in Number: (408) 650-3123 Access Code: 814-514-261-857-813 Online Meeting: https://bit.ly/3VGQ52U
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – April 6, 2023 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|--|------|
| 3) Air Pollution Control Division (APCD) (Handout) | (Written) | |
| 4) Regional Air Quality Council (RAQC) (Handout) | (Written) | |
| 5) NFRMPO Air Quality Program Updates (Page 14) | Medora Bornhoft - Transportation & Air Quality Planner III | 6:05 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|---|---|------|
| 6) Report of the Chair <ul style="list-style-type: none">Clean Truck Rule | Scott James – Council Chair, Weld County Commissioner | 6:15 |
| 7) Executive Director Report <ul style="list-style-type: none">Legislative Update (Handout) | Suzette Mallette - Executive Director | 6:20 |
| 8) TAC (Page 15) | (Written) | |
| 9) Mobility (Handout) | (Written) | |
| 10) Finance (Page 16) | (Written) | |
| 11) Q1 2023 TIP Modifications (Page 21) | (Written) | |

ACTION ITEMS:

- | | | |
|---|--|------|
| 12) April 2023 Off-Cycle TIP Amendment Resolution 2023-08 (Page 39) | AnnaRose Cunningham - Transportation Planner II | 6:25 |
| 13) FY2024-2025 Unified Planning Work Program (UPWP) Resolution 2023-09 (Page 44) | Becky Karasko - Transportation Planning Director | 6:40 |

DISCUSSION ITEMS:

- | | | |
|--|---|------|
| 14) NFRMPO 2050 RTP 10-Year List of Priorities (Handout) | Becky Karasko | 6:45 |
| 15) 2023 Congestion Management Process (CMP) (Page 46) | Medora Bornhoft
Alex Gordon - Transportation Planner III | 6:55 |

NEXT MPO COUNCIL MEETING: June 1, 2022- Hosted by City of Greeley



16) 2023 Call for Projects Update *(Page 57)*

AnnaRose Cunningham

7:15

COUNCIL REPORTS:

7:35

Transportation Commission

Kathleen Bracke - Transportation Commissioner

CDOT R4 Update

Heather Paddock - CDOT R4 Transportation Director

STAC Report *(Page 67)*

(Written)

Colorado Transportation Investment Office (CTIO) *(Page 70)* (Written)

I-25 Coalition

Scott James

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Kristin Stephens – Larimer County Commissioner

Front Range Passenger Rail District

Will Karspeck – Past Chair, Mayor Town of Berthoud

Johnny Olson – City of Greeley Councilmember

Host Council Member Report

Mark Clark – Mayor, City of Evans

7:45

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

7:50



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

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

Alternate- Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- 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



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

**April 2023 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, May 4, 2023**

Air Pollution Control Division (Division) Updates

- The Division is hosting two additional ozone public listening sessions on May 31 and August 19. We will use these meetings to discuss updated emissions inventories and provide updates on the work to reduce ozone. These sessions will also share Air Pollution Control Division efforts to assess technical analyses that support air quality planning efforts and advance potential reduction strategies. Join us to learn about ozone planning, ask questions, learn how to stay involved, and share comments! Visit the following site for additional information <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. 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:

April 19-20, 2023 Commission Meeting:

- The Commission adopted Regulation 20: Advanced Clean Trucks (ACT), Low NOx Omnibus, and Large Entity Reporting Rules. These rules do not require Colorado businesses or consumers to purchase a zero-emission truck. Instead, they will make more clean truck options available. Coloradans will still be able to choose whichever kind of truck they prefer. The new rules will also help reduce harmful ground-level ozone pollution formation and further protect Coloradans living in communities disproportionately impacted by air pollution. Many of these communities are located along heavy traffic corridors. The clean trucking rules are key because vehicles that run on diesel and gas are primary contributors to each of these air quality problems.
- The Regional Air Quality Council and the Division briefed the Commission on ongoing efforts to update the ozone state implementation plan emission inventory and modeling and to evaluate additional ozone emission reduction strategies.
- Meeting materials are available at <https://cdphe.colorado.gov/aqcc>.

May 16-18, 2023 Commission meeting:

- The Division will request that the Commission set a hearing to consider revisions to Regulation Number 27 adding new revisions to reduce greenhouse gas emissions for the industrial and manufacturing sector, and make any necessary revisions to reduction strategies for Energy Intensive, Trade-Exposed Manufacturing Source Audit Program, in response to HB19-1261 and HB21-1266.





Date: May 3, 2023

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

RAQC Program Updates

- The public entity Electrify Lawn and Garden grant program is underway. With more than \$1 million in available funding for purchasing electric equipment while recycling gas-powered equipment, the following communities in Larimer and Weld counties are in the process of applying:
 - Estes Park, Fort Collins, Colorado State University
 - Greeley, Longmont, Korby Landscaping (who services Weld County Government)
- *Program Goal: To aid in the expedited adoption of zero-emission lawn and garden equipment, the RAQC has funding available, through the Colorado Department of Public Health and Environment to help local/state public entities, schools, universities, and parks and recreation special districts in the Denver Metro/North Front Range ozone nonattainment area replace gasoline-powered equipment.*

Applications are encouraged, and requests for funding can be submitted to:

<https://www.mowdownpollution.org/grant/>

Control Strategy Work Groups

RAQC' Electrify Lawn & Garden and Oil & Gas Technical Work Groups continue to evaluate emission control approaches for Board consideration, and the first deliverables are anticipated for the June Board meeting. The most likely emission reduction approaches will focus on gasoline-powered lawn and garden equipment, such as:

- Restrictions on the sale of gas-powered push mowers and hand-held equipment in the nonattainment area; and

- Limitations on governments and commercial operators use of gas-powered push mowers and hand-held equipment during the ozone season in the nonattainment area.

Oil and gas industry emission reduction approaches being explored include:

- Existing pneumatic controller retrofits;
- Episodic emissions controls;
- Flaring minimization;
- Minor source offsets program; and
- Providing perspectives on the State's O&G emission controls development initiatives.

The Control Strategy Committee Work Group meetings occur throughout each month and Board Members are encouraged to participate. See <https://raqc.org/control-strategy-committee-information/>

Developing the 2023 Severe Ozone SIP




The withdrawal of last year's Severe ozone SIP from consideration by the Air Quality Control Commission has required the RAQC to lead the examination of, and updates to, the oil and gas emission inventories, prepare to re-model the Severe SIP's attainment demonstration, and to coordinate the preparation of the Severe SIP's chapters for consideration by the RAQC Board and the AQCC later this year.

Completion of the revised oil and gas emission inventories comes first, and a public presentation of this work is scheduled for Tuesday May 9 (*see raqc.org for the meeting announcement*). At the May 5 Board meeting, RAQC staff will present an overview of the O&G emission inventory improvement process and preview the results. Staff will also discuss next steps for the modeling efforts.

Legislative Report

May 2023

Legend

	Direct MPO impact
	Indirect MPO impact or Council interest
	No further action or general transportation- or air quality-related

Signed by Governor Polis	
<u>HB23-1014</u>	Concerning yielding to larger vehicles in roundabouts.
<u>HB23-1101</u>	Concerning support for transit, and, in connection therewith, increasing the flexibility of the ozone season transit grant program and increasing opportunities for transit agency participation in regional transportation planning. Also includes the amendment to review TPR boundaries by Transportation Commission.
<u>HB23-1123</u>	Concerning a requirement that motor vehicle drivers take certain actions to mitigate the risk their vehicles present to stationary vehicles on the road
<u>SB23-143</u>	Concerning the administration of the existing retail delivery fees collected by the department of revenue, and, in connection therewith, making and reducing an appropriation.

Title	<u>HB23-1233: Electric Vehicle Charging And Parking Requirements</u>
Description	<p>Requiring the State Electrical Board (SEB) to adopt rules facilitating EV charging at multifamily buildings, limiting the ability of the SEB to prohibit the installation of EV charging stations, forbidding private prohibitions on EV charging and parking, requiring local governments to count certain spaces served by EV charging stations for minimum parking requirements, forbidding local governments from prohibiting the installation of EV charging stations, exempting EV chargers from business personal property tax, and authorizing EV charging systems along highway rights-of-way.</p>
Summary	<ul style="list-style-type: none"> • Requires the State Electrical Board to adopt rules requiring compliance, starting January 1, 2024, with the provisions of the Model Electric Ready and Solar Ready Code that require multifamily buildings to be EV-capable and EV ready and to have EV supply equipment installed. • Broadens prohibition of landlords and community associations from unreasonably prohibiting the installation of EV charging equipment to apply to an assigned or deeded parking space for the leased premises, parking spaces accessible to both the tenant and other tenants, and commercial rental property. • Requires the local government, when counting minimum parking spaces, to count any parking space that is served by an EV charging station as at least one standard automobile parking space; and any van-accessible parking space that is wheelchair accessible and served by an EV charging station as at least 2 standard automobile parking spaces. • Prohibits local governments from adopting an ordinance or a resolution that prohibits the installation or use of EV charging stations unless the ordinance or resolution addresses a bona fide safety concern. • Exempts, until 2030, EV charging systems from the levy and collection of property tax. • Specifies that, when the federal law no longer prohibits the construction of EV charging systems along interstate highway rights-of-way, CDOT may collaborate with public or private entities to develop projects for the construction of EV charging systems along interstate highway rights-of-way.
Changes since April 2023	<ul style="list-style-type: none"> • 5/1/2023 – Update definition of Disproportionately Impacted Communities to also include mobile home parks, linguistically isolated communities, or located within either the Southern Ute or Ute Mountain Ute Indian Reservations
Status	<ul style="list-style-type: none"> • 5/1/2023 – Passed with Amendments • 5/2/2023 – Senate Floor Work
NFRMPO Impact	<ul style="list-style-type: none"> • Expands EV support and locations for charging infrastructure • Updates Disproportionately Impacted Community definition

Title	HB23-1276: Scope Of Bridge And Tunnel Enterprise
Description	Concerning the Bridge and Tunnel Enterprise (BTE), and, in connection therewith, expanding the scope of the enterprise's powers to include the completion of preventative maintenance bridge projects and allowing the enterprise to repair, reconstruct, replace, and maintain a fair-rated bridge under certain circumstances.
Summary	<ul style="list-style-type: none"> • Expands the scope of the BTE to include the completion of preventative maintenance bridge projects, which are projects that involve a treatment or strategy to extend the service life of a fair-rated or good-rated bridge by preventing, delaying, or reducing deterioration; and • A fair-rated bridge may be included in a designated bridge project or other project involving the repair, replacement, or reconstruction of a designated bridge if including the fair-rated bridge is an efficient use of the Bridge Enterprise's resources and will result in cost savings or schedule acceleration for a project that will improve safety.
Changes since April 2023	<ul style="list-style-type: none"> • No amendments
Status	<ul style="list-style-type: none"> • 04/27/2023 - Senate Third Reading Passed - No Amendments
NFRMPO Impact	<ul style="list-style-type: none"> • Could support maintenance on more bridges within the NFRMPO region • Expands focus to preventative maintenance for bridges

Title	SB23-016: Greenhouse Gas Emission Reduction Measures
Description	Concerning measures to promote reductions in greenhouse gas emissions in Colorado.
Summary	<ul style="list-style-type: none"> • Updates the statewide GHG emission reduction goals to add a 65% reduction goal for 2035, an 80% reduction goal for 2040, and a 90% reduction goal for 2045 when compared to 2005 GHG pollution levels. • Increases the 2050 GHG emission reduction goal from 90% of 2005 GHG pollution levels to 100%. • Establishes a state income tax credit in an amount equal to 30% of the purchase price for new, electric-powered lawn equipment for purchases made in income tax years 2024 through 2026.
Changes since April 2023	<ul style="list-style-type: none"> • No transportation impacts.
Status	<ul style="list-style-type: none"> • 04/29/2023 House Third Reading Passed - No Amendments • 05/2/2023: Senate Floor Work
NFRMPO Impact	<ul style="list-style-type: none"> • Strengthens GHG emissions reduction targets. Future planning processes and rulemakings would determine which additional strategies and actions from GHG emission sources will be required to achieve those targets. • Supports communities and utilities to study and upgrade transmission lines.

Title	SB23-059: State Parks And Wildlife Area Local Access Funding
Description	Concerning providing funding to local governments to support access to state-owned outdoor recreational areas.
Summary	<ul style="list-style-type: none"> Creates the State Park and Wildlife Area Access Grant Program, which reimburses local governments for access route maintenance, construction, service, and operational work resulting from people visiting state parks and wildlife areas Authorizes a local government to request that the state park or wildlife area charge an additional per vehicle fee, not to exceed \$2, to visit. Upon the request, the commission may establish the fee, which will be transferred to the local government to maintain and operate access routes. The fee will be adjusted every 5 years for inflation or deflation.
Changes since April 2023	<ul style="list-style-type: none"> Appropriated funds for the FY2023-2024 fiscal year to Parks & Wildlife Established requirement to create a process for local governments request an additional fee to be charged on daily vehicle passes
Status	<ul style="list-style-type: none"> 05/02/2023: Appropriations 05/02/2023: House Committee on Appropriations Refer Unamended to House Committee of the Whole 05/01/2023: House Committee on Finance Refer Unamended to Appropriations 04/17/2023: House Committee on Agriculture, Water & Natural Resources Refer Unamended to Finance
NFRMPO Impact	<ul style="list-style-type: none"> Provides funding to maintain access to state parks and wildlife areas

Title	SB23-213: Land Use
Description	Concerning state land use requirements, requiring the Transportation Commission and CDOT to modify the State Highway Access Code, criteria for certain grant programs, and expenditures from MMOF to align with state strategic growth objectives, and making an appropriation.
Summary	<ul style="list-style-type: none"> Requires DOLA to lead housing needs assessments, housing plans, and technical assistance. Requires CDOT to ensure that the prioritization criteria for any grant program administered to be consistent with state strategic growth objectives, so long as doing so does not violate federal law; Requires any regional transportation plan that is created or updated to address and ensure consistency with state strategic growth objectives; Requires that expenditures for local and state multimodal projects from the multimodal transportation options fund are only to be made for multimodal projects that the department determines are consistent with state strategic growth objectives

Title	SB23-213: Land Use
Changes since April 2023	<ul style="list-style-type: none"> • Require MPOs to complete a Strategic Growth and Housing Mix Analysis • Natural and agricultural land priorities report – Office of Climate Preparedness will create a report that identifies interjurisdictional priorities that MPOs should apply to achieve connectivity to open space, wildlife habitat, and other priority landscapes and preservation of agricultural land
Status	<ul style="list-style-type: none"> • 4/6/2023 – Local Governments & Housing discussion
NFRMPO Impact	<ul style="list-style-type: none"> • Will impact future Regional Transportation Plans and related plans • Requires Multimodal Transportation & Mitigation Options Funds (MMOF) and CDOT funding to be in line with state objectives • MPO staff and elected officials would be involved in transportation/housing linkages as part of Committees

Title	SB23-268: Ten-Year Transportation Plan Information
Description	Concerning the provision of information regarding the ten-year transportation plan.
Summary	<ul style="list-style-type: none"> • CDOT must specify the time frame for project completion; the total estimated amount of funding required to complete the project; and accounting for the total estimated amount of funding for the project, and the amount of funding from each funding source that has been allocated for the project or is anticipated to be allocated for the project for each 10-Year Plan project • CDOT must designate a contact to respond to questions about status and funding of specific transportation projects • Requires CDOT to annually report to the Transportation Legislation Review Committee on the status of project delivery for the 10-Year Plan • Requires CDOT to update the TLRC on the 10-Year Plan in its annual proposed budget allocation plan presented to the Joint Budget Committee
Changes since April 2023	<ul style="list-style-type: none"> • 04/29/2023: House Third Reading Passed - No Amendments
Status	<ul style="list-style-type: none"> • 04/29/2023: House Third Reading Passed - No Amendments
NFRMPO Impact	<ul style="list-style-type: none"> • Impacts 10-Year Plan and information included

Larimer County Mobility Committee (LCMC)—MINUTES
April 25th, 2023
1:30 p.m. – 2:45 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Connie Nelson-Cleverley, SAINT
- Megan Kaliczak, zTrip
- Nicole Limoges, Larimer County Office on Aging
- Ari Edgely, Foothills Gateway
- Jacque Penfold, Member of the Public
- Steve Conaway, RAFT
- Bridie Smith, COLT
- Melanie Royalty, Transfort
- Katlyn Kelly, Transfort
- Lorye McLeod, PAFC
- Brian Dubois, Town of Berthoud
- Vanessa Solesbee, Town of Estes Park
- Kimberly Baker, LC Health and Environment
- Brooke Bettolo, LC Health & Environment

NFRMPO staff: Cory Schmitt

2. Review of Agenda

3. Public Comment (2 minutes each)

Approval of January Meeting Minutes

Kaliczak motioned to approve the January minutes. Solesbee seconded the motion, and it was approved unanimously.

PRESENTATION

1) Foothills Gateway – Edgely

Edgely shared a presentation about Foothills Gateway with the group. Slides can be found [here](#).

RIDENOCO UPDATES

Schmitt gave an update about RideNoCo, including progress on the Trip Discovery Tool and Trip Scheduling phases. Brooke Bettolo was introduced as the new Mobility Planner and will be starting with the NFRMPO at the end of May. Slides can be found [here](#).

DISCUSSION ITEMS

1) Mobility Case Study & Multi-Community Trips – All

Schmitt went over a mobility case study for a 78 year old woman in the Larimer County portion of Johnstown who needs door-to-door transportation to Loveland for medical appointments. Conaway shared that RAFT would vet the person's situation to see if their wheelchair accessible van could potentially serve if no other affordable options existed. Once the Via Mobility services launch in Weld County, this person will be eligible to use this option as Johnstown is participating.



A follow up question was posed to providers of how they are currently handling cross-jurisdictional trips in general and is it a need that often arises?

Kelly shared that Transfort often hears of gaps of Dial-a-Ride users trying to get between Fort Collins and Loveland. While the Dial-a-Taxi program can help address that gap, passengers have shared that the voucher doesn't cover the full cost of the ride, especially when it's going to places of employment daily. Conaway shared that since most medical destinations are outside of Berthoud, RAFT is often taking passengers to other communities. Nelson-Cleverley mentioned that SAINT often doesn't get requests for cross-jurisdictional trips between Fort Collins and Loveland but wonders if that is because SAINT states that they don't provide that service.

Dial-a-Taxi trips increasing post-pandemic which indicates that there are more out-of-town trips being requested and taken by customers as these fall outside of the Dial-a-Ride boundaries.

2) Mobility Action Plan Updates – All

Schmitt presented key changes to the Mobility Action Plan for 2023 and reminded members to provide feedback and comments prior to formal adoption of the Plan at the May 2023 Northern Colorado Mobility Committee meeting.

3) Integrating Mobility & Access Priority Group Goals – All

Schmitt facilitated a discussion about the approach for integrating progress towards Mobility & Access Priority Group goals into the work of the LCMC based upon a subcommittee framework proposed and agreed upon by the Weld County Mobility Committee. An MPO staff person would serve as administrative lead for this subcommittee with a LCMC member serving as a liaison to help facilitate meetings. Kelly and McLeod volunteered to participate in this subcommittee which will start up once the Mobility Planner is onboarded.

WORKING GROUPS

1) Recruitment Working Group – Schmitt/All

- a. None this month
- b. **Next Steps:**
 - i. None this month

2) Outreach and Education Working Group –All

- a. **Next Steps:**
 - i. Outreach Group Reflection
 - 1. Members expressed that they do find value in having a standing Outreach agenda item to discuss shared collaboration opportunities but that the



format could be refined some since it is not technically a “work group” after the errors with trialing breakout groups in 2022.

- ii. Updated rack card design shared with the group. The change helps scale up the distribution of materials as the program continues to grow. Additionally, a whole host of outreach materials are available for events and trainings to distribute in 2023.
- iii. New [Travel Training page](#) on the RideNoCo website. Currently shares info on existing travel training resources but will be the home for RideNoCo travel training modules in the future.

TRANSFORT & COLT NEWS AND UPDATES

COLT has a new interactive mapping tool on the COLT website to allow people to see if their residence qualify for Dial-a-Ride Paratransit service. Transfort also plans to add a mapping tool for paratransit eligibility in their soon-to-be-updated website.

Kelly shared that Transfort is in the early stages of developing an online scheduling portal for Dial-a-Ride users in addition to continuing transition to battery electric buses and interim leadership positions for Transfort that will hopefully become more permanent soon. Kelly can share updates on the scheduling platform project via a presentation at a future LCMC meeting.

Smith said that COLT is currently in a holding pattern awaiting the completion of the Centerra Mobility Hub to introduce service changes. Construction is poised to begin on the 37th Street Transfer Center with an expected completion of January 2024.

LCMC MEMBER UPDATES

McLeod shared that PAFC is hosting a fundraising community event on 6/24 at Fossil Creek Park featuring a silent auction, Medicare specialists, and more.

Penfold shared that the Larimer County Office on Aging is hosting its 2023 Resource Forum in Loveland tomorrow, April 26th addressing housing, transportation, and other important topics for older adults in the County. While attendance is sold out the event will be recorded and the link shared afterwards.

Solesbee with Estes Park Transit shared about the Zero Emissions Committee meeting being held at the upcoming CASTA Conference in Pueblo. Estes Park has an RFP released to complete the Town’s first Multimodal and Transit Development Plan in 25 years. Solesbee also shared that Estes Transit will be unveiling an updated brand for the town’s transit services soon. Bustang will be returning beginning on Memorial Day Weekend under a rebranded “Elkstang” name and bus wrap. Solesbee and Schmitt also shared that Via Mobility is providing transportation for Estes Valley residents to Loveland on a limited basis two-days a week through June 30, 2023 with the hope of expanded service along US34 in the future.

Final Public Comment (2 minutes each)

None

Next Month’s Agenda Topic Suggestions

Transfort Dial-a-Ride Online Scheduling Portal

Upcoming Meetings:



- a. **Northern Colorado Mobility Committee:** May 23rd 1 to 3:30 pm at the Windsor Rec Center
- b. **LCMC Meeting:** Tuesday, July 25th 1:30 to 3:00 pm Virtual

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

April 20, 2023
3:00 p.m.
Microsoft Teams

Members	Staff
Jon Mallo	Suzette Mallette
Mark Clark	Rachel Stillwell
Kristin Stephens	Barbara Bills
Paul Rennemeyer	Michelle Edgerly-Go Figure
Johnny Olson	Becky Karasko

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

Approval of Minutes:

Stephens made the motion to approve the February 16, 2023, meeting minutes, and Rennemeyer seconded.

FY2024 Budget Review:

Mallette gave an overview of the draft 2024 budget. She explained that the budget, if approved, will go before the Council to be adopted with the UPWP. She explained that the MPO is receiving passthrough funds, funding that goes to subrecipients, for the startup of the Transportation Management Organization (TMO) and to purchase vehicles or transit for projects.

VanGo Budget – Mallette reviewed the VanGo budget with the reduction in the program due to COVID. Mallo and Stephens had questions concerning the acquisition of future vans. Mallette told them we will go out for another bid, probably in September, if we don't have confirmation from Pedersen of the vans being manufactured.

MPO Budget - The overall MPO budget has grown, Mallette said, due to the Mobility program. She went over Fort Collins Exchange funds, expenses, local match, and possible budget adjustments.

Stephens moved to recommend the budget to the Council for adoption, and Rennemeyer seconded. It passed unanimously.

Update on Audit Schedule:

Stillwell gave an audit update.

The meeting was adjourned at 3:34 p.m.



MEMORANDUM

To: NFRMPO Finance Committee

From: Suzette Mallette, Executive Director

Date: April 20, 2023

Re: Fiscal Year (FY) 2024 Draft Annual Budget

Background

The NFRMPO prepares budgets for the MPO and VanGo™ on an annual basis. The budgets include estimation of revenues, direct and indirect expenses and any passthrough funds. Passthrough funds are relatively new to the NFRMPO and are being tracked separately to avoid confusion. The passthrough funds for FY2024 are for the startup of a Transportation Management Organization (TMO) and vehicle purchase and purchased transit for human service transportation providers. Passthrough means that the MPO is contributing to these programs by being the fiscal agent but receiving no funds for those efforts. All funding goes to the subrecipients.

The budget includes work items that will be reflected in the Unified Planning Work Program (UPWP) whose fiscal year starts October 1, 2023. VanGo™ is an appendix to the UPWP and not part of the budget that CDOT and FHWA track as there are no federal or state funds in the program.

Action

The Finance Committee is asked to review the draft budget and make a recommendation to the NFRMPO Planning Council at their next scheduled meeting of May 4, 2023, for adoption.



FY2024 Budget Summary

VanGo™

Total Estimated Budget of \$963,210

Revenue

Fares - \$185,000 – an estimated 9% decrease from 2023. The actual fare revenue for 2022 was \$165,000. Since the program is growing at a modest rate the anticipated fare revenue is adjusted.

FC Sales Tax - \$327,512 – an estimated 38% decrease from the 2023 funding amount. During COVID FTA allowed the use 2019 data to calculate funding which artificially kept the funding estimates high. However, that requirement has now passed, and we are using actual data that reflects the decrease in the VanGo program. An estimated \$400,000 will need to be used from CARES Act funding to fully fund the program.

Vehicle Sales - \$60,000 – an estimated \$12,000 per vehicle for 5 vehicle sales

Expenses

Operations - \$316,982 – an estimated 18% decrease below 2023 estimates

Capital - \$414,484 for replacement of 10 vehicles. Vehicle procurement has been slow.

Personnel - \$135,337 – Includes 100% VanGo Coordinator and portions of Executive Director and Finance Staff. This is a 16% increase from 2023 and includes a 5% estimated increase in salaries and benefits above 2023.

Indirect Costs - \$110,891 – 19% of total indirect expenses based on direct salaries charged.

Outreach - \$41,144 – includes an estimated 10 vans to be wrapped in 2024 in addition to recurring outreach expenses for newsletter.

MPO

Total Estimated Budget of \$2,707,955

Revenue

\$1,389,393 – CPG including Local Match and an estimated \$109,696 in 2023 rollover funds. This includes a 2.5% increase through IIJA for Complete Streets.

\$307,438 - STBG for Tasks related to TIP and Federal Funds Management. CPG funds will be spent down first.



\$607,749 – MMOF for the mobility program that was established in 2021. This includes \$250,000 for Link NoCo Phase II; \$155,107 TMO Startup which is a passthrough.

\$19,937 – FC Exchange and Local Match for TMA Mobility

\$117,300 – 5310 Small Urban Funds and Local Match for Urban Weld County Mobility. Includes passthrough funds of \$5,500 to 60+ ride for volunteer coordination support and \$100,000 for a van purchase that is yet undefined. Subrecipient agencies provide local match for passthrough funds and do not contribute to NFRMPO local match.

\$28,968 – 5310 Rural funds and local match to cover mobility work in the areas of Larimer and Weld Counties outside of the MPO boundary.

\$35,000 Contract – Colorado Department of Public Health and Environment (CDPHE)

\$125,000 in Fort Collins exchange as Local Match for MMOF Link NoCo Phase II (\$125,000). This will not be shown as revenue in actuals, but a budget representation of use of reserves.

Expenses

Salaries – \$1,023,320, Includes 100% of all Planning Staff, 100% of all Mobility staff, portions of Executive Director, Office Administrator and Finance Staff. Includes a 5% estimated increase in salaries and benefits above 2023.

Indirect Costs - \$475,988 – 81% of total indirect expenses based on direct salaries charged.

Other Direct Costs of \$430,607 includes ongoing operational costs with an estimated 3% increase in costs or other known amounts in addition to the following:

- \$155,107 for TMO Startup
- \$70,000 for TDM website integration
- \$105,500 for subrecipient passthrough
- \$100,000 for vehicle purchase - passthrough

Local Match

Total Local Match is estimated to be \$240,357, a \$25,029 decrease from FY2023 and updated allocation based on 2021 Department of Local Affairs (DOLA) NFRMPO population estimates.

Potential 2024 Budget Adjustments:

- The CPG funding is an estimate based on the annual budget memo from CDOT in May of 2022 that did not include IIJA increases for Complete Streets
- Contracts for 2023 are extremely delayed and will likely impact the following as they are on a calendar year:



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- FTA 5310 funds – Mobility program
- FTA 5310 passthrough – Mobility program
- OIM (CDOT Office of Innovative Mobility) grant for TMO startup

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: May 4, 2023

**Re: NFRMPO Priority Corridors with Candidate Project List
2050 RTP Update**

Background

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities. This Pipeline provides a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the 2045 Statewide Plan.

The NFRMPO's Regional Transportation Plan (RTP) is a corridor-based plan without specific projects therefore the Council wanted to provide CDOT with the region's priorities for two reasons: **first to identify which corridor(s) with their associated projects are most important for funding and provide a cohesive voice from Planning Council to CDOT on their priority.** This was especially important to the creation of the initial list as there was a significant amount of federal funds available. The NFRMPO Planning Council first prioritized which corridors they wanted to focus on and came to a consensus on six Regionally Significant Corridors (RSCs): I-25, US34, US85, US287, SH14, and SH392.

The NFRMPO's Priority Project List was first developed during a joint Planning Council-TAC Work Session held on January 16, 2020. Attendees reviewed and voted on priorities from a list of 57 regional projects compiled from a variety of sources, including: the 2045 Regional Transportation Plan, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members. This list has been updated twice since its creation, once each in 2021 and 2022. Ultimately, Councilmembers at the workshop identified I-25 as the priority and let CDOT determine the project needs.

Currently, the CDOT 10-Year Strategic Pipeline has been fully programmed out through fiscal year 2030. NFRMPO received a significant amount of funding early on for the I-25 project, and now other priorities within CDOT Region 4 are taking precedence.



Based on Planning Council's discussion at the April 6, 2023, meeting, NFRMPO staff is moving forward with the corridor-based approach as has been reflected since its creation in 2019. Additionally, the Intersection line item recommended during the TAC Workshop on March 27, 2023, has been removed from the Roadway list based on Planning Council's feedback.

NFRMPO staff would like to propose a modification to the way these lists have been shared to date. The modification would be that the candidate projects would be listed by corridor with the top priority corridor being the focus.

Note: This list is for coordination with CDOT and does not affect projects awarded through the NFRMPO Call for Projects or other funding sources.

Action

NFRMPO Staff would like Planning Council's feedback on the updated focus and list.

ROADWAY PROJECTS							
	Facility	Candidate Project	Improvement Type Ensure descriptions match funding request	Community	Funding needed (2023 \$M)	Status/Phase - has project started yet?	Project Sponsor Comments
TIER 1 (PRIORITIZED BY CORRIDOR)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	Loveland/Larimer County	75.00	Planning grant as been submitted, otherwise no progress on this project	CDOT has met with the PUC, they will not allow any expansion over the RR, therefore a grade separation will be required. CDOT has submitted a planning/design grant (still waiting to hear) to evaluate and develop and estimate for this grade separation. Additionally bike lanes and sidewalks are not in the current cross section of US34 at this location, nor was it in the PEL. The new design will address these modes but at this time an estimate can not be provided unless there is a desire for a \$75M place holder.
		Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	Loveland led final design and will procure construction	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
		US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20 - 30	Conceptual design, Greeley moving to preliminary design.	LA project plans to build an at-grade intersection (potential a CFI). Conceptual design includes three through lanes in the vicinity of the intersection on US 34. Anticipated operational lifespan of improvements are ~20 years.
		US34 and 35 th Ave to US34 and 47th Ave	Safety and operational improvements/New Interchanges	Greeley	120.00	30% Design	City of Greeley has committed \$30M for construction of these interchanges. The design includes safety and operational improvements, bike/pedestrian connectivity. MMOF Grant for Mobility Hub has been awarded. City will be submitting for MPDG again. Also considering alternative funding in conjunction with the grant for the entire MERGE project. 30% design completed and looking at acquiring site for hub.
	US34/US85**	Interchange	Interchange interim reconfiguration	Greeley	6.00	Preliminary Design	This is Phase 1 addressing signing/stripping/safety/bridge decks.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	75.00	Sending out RFP for Preliminary design summer 2023	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40		These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.

**Additional information and clarification from Project Sponsor and CDOT needed.*

***Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

ROADWAY PROJECTS

TIER 2 (PRIORITIZED BY CORRIDOR ONLY)	Facility	Candidate Project	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
	US34	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	This is the ultimate solution identified in the PEL. I think at grade improvements may occur prior to the Interchange, Greeley is leading that evaluation. This is an appropriate place holder but it is out a number of years, therefore will need to grow with Inflation.
		US34 and 11 th Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	Recommend changing title to intersection, mobility and operational improvements. Would put a place holder of \$15M. Greeley is not supportive of an interchange here and this impacts a number of disproportionately impacted housing units, therefore there will be a new design charret to evaluate US85/US34 and adjacent intersections, including 8th and 11th
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	This can be a place holder, however will be doing a reevaluation of the proposed solution as the project described here in not supported by some of the Stakeholders.
	US85	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	Greeley/Weld County	\$10.9	Recommend removing from list. These improvements are complete and/or underway. The only thing not complete is the signal because it did not meet warrants. That may be a future project but signals typically don't hit this list
		WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/Greeley/Evans/LaSalle	\$26.5	Not a 10-year plan project. Improvements will be built as development occurs. Suggest removing from this list.
	US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$9.0	CDOT is in support of this project, however currently led by Loveland and no progress has been made by CDOT
	US287	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	Ft Collins submitted a RAISE Grant plus for Midtown in Motion 100% design.
	SH14	SH14 and WCR23	Intersection improvements	Weld County/Severance	\$2.0	Severance sponsored improvement.
	SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$7.0	Developer driven; Severance south.
		WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$7.0	Updated costs to reflect 2023 estimates. Per James Usher: Given the safety issues on 392 and development, I wouldn't feel comfortable dropping this to tier 3 unless Weld/Severance/Windsor have higher priorities. Can the priority be revisited?
		I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	Per James Usher: I would agree that this should be moved to tier 3.

		Highland Meadows Pkwy to Colorado Blvd.	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$25.0	CDOT recommends this be moved to Tier 1 or 2 list. Project Limits were adjusted. SH392 widening improvements between Highland Meadows Pkwy and Westgate Dr. have been completed. The project limits between 17th St and Colorado Blvd. have been completed. The updated cost includes the following: new bridge improvements over the Cache La Poudre River, 10' wide multi-use trail, street and trail lighting, wildlife corridor improvements, and intersection improvements at Highland Meadows Pkwy and LCP 2.
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ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 3 (PRIORITIZED BY CORRIDOR ONLY)	I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Weld County	\$29.9	Ultimate build of EIS.
		SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	Ultimate build of EIS.
	US34	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	Cost corrected to reflect current esitmate. RTD Paddock recommends that this line item be deleted as the improvements are captured below.
		MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	Ok place holder, will not be built as a singular project but rather improved at each intersection as noted below
		US34 and 83 rd Ave	Interchange	Greeley	\$30.0	Cost corrected to reflect current estimate.
		US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	Cost corrected to reflect current estimate.
		US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$50.0	This is an adequate place holder, however by the time of construction it will be significantly more due to inflation
	US85	US85 and 22 nd St	Texas turnaround	Greeley	\$19.6	Cost corrected to reflect current estimate.
		US85 and 18 th St	Texas turnaround	Greeley	\$14.6	Cost corrected to reflect current estimate.
		US85 and 16 th St	Texas turnaround	Greeley	\$16.9	Cost corrected to reflect current estimate.
		US85 and 13 th St	Texas turnaround	Greeley	\$16.5	Cost corrected to reflect current estimate.
		US85 and 8 th St	Texas turnaround	Greeley	\$23.5	Cost corrected to reflect current estimate.
		US85 and 5 th St	Texas turnaround	Greeley	\$17.7	Cost corrected to reflect current estimate.
	US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	Loveland	\$18.10	Floodplain Analysis and improvements need to be completed first. CDOT partnering with City of Loveland to complete floodplain analysis. Likely to increase initial projected costs of \$18.1
		LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	This is a Ft. Collins led effort.
		LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	This is a Larimer County led effort.
		29 th St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	This is a Loveland/Larimer County led effort
	SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$75.0	This is a Ft. Collins led effort, however it is tied to annexation and recently fallen low on there priority list. To address all the access and multi-modal vision FC has for this project I think it would be closer to \$65-85M project.

TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton / Weld County	\$3.2 (C) \$2.4 (O)	70.27	Bustang Outrider
TIER 2	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
	US287	US287/North College Ave	New BRT service (North College MAX Route)	Fort Collins	\$27		
TIER 3	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		
	Various	North Front Range Regional Rail	New rail service	TBD	TBD		

NON-MOTORIZED PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						



1

Background

North Front Range Metropolitan Planning Organization

- In late 2019, the Transportation Commission Developed Criteria for selecting 10-Year Plan Projects to go into the State’s 10-Year Pipeline of Projects
- Planning Council approved six priority corridors in 2019:

1) I-25

3) US85

5) SH14

2) US34

4) US287

6) SH392
- A Workshop was held in January 2020 to select the projects for the Rodway, Non-Motorized, and Transit lists

2

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 Safety	 Mobility	Economic Vitality 	Asset Management 	 Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, which can include supporting freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits Reduction of Greenhouse Gas Emissions	Economic Impacts Statewide Equity Social Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project informed by the extensive collaborative process that was done during the development of the 2045 Statewide Plan and what are the reasons for deviating from priorities identified through that process? Regional flexibility / related smaller scale projects

3

Funded CDOT 10-Year Plan Projects in NFRMPO Region	Project	Funded FY19-22	Funded FY23-26	Funded FY27+
	Berthoud Mobility Hub	\$12.5M		
	Centerra-Loveland Mobility Hub	\$6.5M		
	Harmony Road Park-n-Ride Expansion	\$0.5M		
	I-25 and CO 14 Interchange Improvements		\$3.5M	\$27M
	I-25 North Express Lanes: Segment 5 (CO 56 to CO 66)		\$99.45M	\$96.95M
	I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)	\$231M		
	I-25 Bustang Fleet Expansion			\$2.5M
	North I-25 Transit Fleet Purchase		\$1.5M	1.5M
	US 34 Transit Planning and Capital between Loveland and Greeley		\$13.2M	
4	US 85 and US 34 Interchange		\$6M	\$19.1M

4

Changes to the NFRMPO List



- Name changed to NFRMPO Priority Corridors List to better reflect the purpose of the list.
- Corridors are shown in the Roadway lists, ranked by corridor priority.
- Transit and Non-Motorized projects are also included but not divided by corridors due to project size and number of projects.
- Projects reflected in the list are candidate projects for CDOT to consider if funding becomes available.

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Why Update Now?



- To ensure the NFRMPO's Priority Corridors continues to reflect the region's priorities and remains a living document.
- To ensure the Tier 1 Corridors with the candidate projects are still the priorities of the region.
- To incorporate the most current list by reference into the 2050 RTP, currently under development.



6

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NFRMPO Priority Corridors with Candidate Projects List

ROADWAY PROJECTS							
	Facility	Candidate Project	Improvement Type Ensure descriptions match funding request	Community	Funding needed (2023 \$M)	Status/Phase - has project started yet?	Project Sponsor Comments
TIER 1 (PRIORITIZED BY CORRIDOR)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	Loveland/Larimer County	75.00	Planning grant as been submitted, otherwise no progress on this project	CDOT has met with the PUC, they will not allow any expansion over the RR, therefore a grade separation will be required. CDOT has submitted a planning/design grant (still waiting to hear) to evaluate and develop and estimate for this grade separation. Additionally bike lanes and sidewalks are not in the current cross section of US34 at this location, nor was it in the PEL. The new design will address these modes but at this time an estimate can not be provided unless there is a desire for a \$75M place holder.
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		US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20 - 30	Conceptual design, Greeley moving to preliminary design	LA project plans to build an at-grade intersection (potential a CF). Conceptual design includes three through lanes in the vicinity of the intersection on US 34. Anticipated operational lifespan of improvements are ~20 years.
		US34 and 35 th Ave to US34 and 47th Ave	Safety and operational improvements/New Interchanges	Greeley	120.00	30% Design	City of Greeley has committed \$30M for construction of these interchanges. The design includes safety and operational improvements, bike/pedestrian connectivity. MMOF Grant for Mobility Hub has been awarded. City will be submitting for MPDG again. Also considering alternative funding in conjunction with the grant for the entire MERGE project. 30% design completed and looking at acquiring site for hub.
	US34/US85**	Interchange	interchange interim reconfiguration	Greeley	6.00	Preliminary Design	This is Phase 1 addressing signing/stripping/safety/bridge decks.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	75.00	Sending out RFP for Preliminary design summer 2023	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40		These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.

*Additional information and clarification from Project Sponsor and CDOT needed.

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

7

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Questions for Planning Council



- Are the priority corridors selected in late 2019 still the region's priorities?
 - I-25
 - US34
 - US85
 - US287
 - SH14
 - SH392
- Does the order of priority still make sense?
- Does Planning Council concur with the new list format?

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Questions?



Becky Karasko, AICP
Transportation Planning Director
bkarasko@nfrmpo.org
(970) 289-8281

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: May 4, 2023

Re: 2023 Call for Projects

Background

The NFRMPO will be holding a Call for Projects to award approximately \$22M in Federal funds for fiscal years 2026 and 2027. The 2023 Call for Projects will award the four NFRMPO controlled Federal funding sources: Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives (TA).

NFRMPO Staff is in the process of developing the 2023 Call for Projects guidebook which will outline the eligibilities, requirements, and project prioritization criteria. The May Planning Council discussion will focus on three topics:

1. Entities eligible to apply for funding.
2. Funding set-asides.
3. Prioritization of 2050 RTP Goals (approved by Planning Council on April 6, 2023) as they relate to project prioritization.

Poll Everywhere (PollEv), an online, live polling platform, will be used to assist in the prioritization of the goals during the meeting. The questions may be accessed during the meeting at pollev.com/nfrmpo974. For any questions about using PollEv prior to the meeting please contact AnnaRose Cunningham at arcunningham@nfrmpo.org.

UPDATE: Please see the updated presentation for additional details on the two funding set-aside requests.

Action

Staff requests Planning Council be prepared to discuss and provide direction on the 2023 Call for Projects.

Attachments

2023 Call for Projects Discussion Presentation



2023 Call for Projects

Planning Council



North Front Range
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May 4, 2023


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Funding Estimates			
Program	FY2026	FY2027	Federal/State Funding Total
CMAQ	\$5,419,439	\$5,538,667	\$10,958,106
STBG	\$4,537,955	\$4,652,924	\$9,190,879
TA	\$466,728	\$466,046	\$934,423
CRP	\$821,802	\$839,882	\$1,661,684
TOTAL			\$22,745,092

2

2

Funding Set Asides




- RAQC Ozone Modeling
 - \$50,000 per year from STBG
- TMO Incubator
 - \$100,000 per year from CRP

3

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Funding Set Asides





- **RAQC Ozone Modeling**
 - Request \$50,000 per year for four years
- **Purpose/Use:**
 - RAQC completes ozone modeling and analysis for the NFR
- **Details**
 - Increased request from \$25K per year to \$50K per year
 - RAQC is required to prepare a Serious SIP with additional modeling and analysis requirements
 - Costs have increased since the 2016-based modeling platform

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Funding Set Asides






- **TMO Incubation Funds:**
 - Request \$100,000 per year from FY2024
- **Purpose/Use:**
 - Ongoing support for TMOs (US34 Coalition)
 - Start-up funding for new TMOs (to be identified)
- **Details**
 - NFRMPO as administrator of funds
 - Develop criteria for competitive TMO funds to distribute funds if multiple agencies show interest

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Eligible Entities



- NFRMPO Member Governments (Cities, Towns, Counties)
- Partner agencies:
 - CDOT
 - RAQC
- Other entities such as human service providers, school districts, and other sponsors of eligible projects may apply via an NFRMPO Member Government

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		<h2>2050 RTP Goals</h2> 
	<p>Regional Health</p> <ul style="list-style-type: none"> Improve economic development, residents' quality of life, and air quality <p>Mobility</p> <ul style="list-style-type: none"> Moves people and goods safely, efficiently, and reliably on a continuous transportation system <p>Multimodal</p> <ul style="list-style-type: none"> Improve accessibility of and access to transit and alternative modes of transportation <p>Operations</p> <ul style="list-style-type: none"> Optimize operations, planning, and funding of transportation facilities 	<p>7</p>

7

Planning Council Priority Discussion	Goals	Criteria
	Regional Health Improve economic development, residents' quality of life, and air quality	Air Quality (Ozone and GHG) Economic Development Equity Quality of Life
	Mobility Moves people and goods safely, efficiently, and reliably on a continuous transportation system	Safety Network Connectivity Infrastructure Condition System Performance (Congestion Management)
	Multimodal Improve accessibility of and access to transit and alternative modes of transportation	Active Transportation Transit VMT Reduction Complete Streets
	Operations Optimize operations, planning, and funding of transportation facilities	ITS/Operational Improvements Partnerships Leveraging Funding Sources Integration with Regional Plans (10 Year Priority Corridors)
	Discretionary points	Allowable points based on scoring member discretion

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2050 RTP Goals

- Regional Health: Improve economic development, residents' quality of life, and air quality
- Mobility: Moves people and goods safely, efficiently, and reliably on a continuous transportation system
- Multimodal: Improve accessibility of and access to transit and alternative modes of transportation
- Operations: Optimize operations, planning, and funding of transportation facilities

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Regional Health



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Improve economic development, residents' quality of life, and air quality

- Air Quality Emissions reductions
 - Ozone
 - Greenhouse Gas
- Economic Development
 - Access to job and activity centers
- Equity
 - Proximity to Equity Index areas
- Quality of Life

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Regional Health

Air Quality Emissions
Reductions (GHG & Ozone)

Economic Development


Equity

Quality of Life

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Mobility



Moves people and goods safely, efficiently, and reliably on a continuous transportation system

- Safety
- Network Connectivity
 - Closing the gap between existing facilities
 - Improving Continuity
- Infrastructure Condition
 - Pavement and Bridge Condition
 - Asset management
- System Performance
 - Congestion Management

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Mobility

Safety

Network Connectivity


Infrastructure Condition

System Performance
(Congestion Management)

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Multimodal



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Improve accessibility of and access to transit and alternative modes of transportation

- Complete Streets
 - Active Transportation
 - Construction of bike and pedestrian facilities
 - Transit
 - Transit expansion
 - Transit facilities
- VMT Reduction

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Multimodal

Complete Streets

VMT Reduction

Active Transportation

Transit

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Operations



Optimize operations, planning, and funding of transportation facilities

- ITS/Operational Improvements
- Partnerships
- Leveraging funding sources
- Integration with Regional Plans
 - RTP, ATP, LinkNoCo
 - NFRMPO 10-Year List of Priorities
 - Prioritizing Projects on the six 10-Year priorities list
 - I-25, US34, US85, US287, SH14, and SH392

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Operations

ITS/Operational
Improvements



Partnerships

Leveraging
Funding Sources


Integration with
Regional Plans

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Next Steps




- TAC Scoring Criteria Workshop – May 8
- Planning Council Discussions – June & July
- Planning Council Approval – August 3
- Call for Projects Opens – August 4

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Questions?



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