



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

September 5, 2024

In Person: Colorado River Community Room, 222 LaPorte Avenue, Fort Collins CO 80521

Virtual: Call-in Number: (224) 501-3412 **Access Code:** 562-513-213 **Weblink:** <https://bit.ly/2024NFRCouncil>

For assistance during the meeting, please contact staff@nfrmpo.org

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Jon Mallo, Chair	-	6:00
2	Public Comment - 2 min each <i>(accepted on items not on the Agenda)</i>	<i>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.</i>	-	-
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – August 1, 2024	Jon Mallo, Chair	10	-

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Jessica Ferko, Manager, CDPHE-APCD	Handout	6:05
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	14	6:15

Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	Report of the Chair	Jon Mallo, Chair	-	6:25
7	Executive Director Report	Paul Sizemore, Executive Director	-	6:30



8	Finance Committee	Written	18	-
9	TAC	Written	19	-
10	Mobility	Written	Handout	-
11	Community Advisory Committee (CAC)	Written	20	-

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	2024 Quarter 1 & Quarter 2 Unaudited Financial Statements	Michelle Edgerley, Go Figure	21	6:40
13	2025 VanGo™ Fare Increases <i>Resolution 2024-13</i>	Paul Sizemore	29	6:40

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	FY2022 Program of Projects (POP) Update <i>Resolution 2024-14</i>	Joshua Ma, Transfort	32	6:45

Discussion items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	NFRMPO 10-Year Priority List Update	Becky Karasko, Transportation Planning Director	36	6:50
16	MMOF Call for Projects Discussion #3	Mark Northrop, Transportation Planner II	42	7:10

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Transportation Commission	Jim Kelly, Transportation Commissioner	-	7:40
18	CDOT R4 Update	Josie Thomas, CDOT Region 4 Planning Manager	-	-
19	STAC Report	Written Report	49	-
20	Colorado Transportation Investment Office (CTIO)	Written Report	51	-



21	I-25 Coalition	Scott James, Past Chair, Weld County Commissioner	-	-
22	US34 Coalition	Scott James	-	-
23	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens, Larimer County Commissioner		-
24	Regional Air Quality Council (RAQC)	Kristin Stephens	Handout	-
25	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
26	Host Council Member Report	Tricia Canonico	-	7:50

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: October 3, 2024 – Hosted by Town of Eaton



MPO Planning Council

City of Loveland

Jon Mallo, Mayor Pro Tem – Chair

Alternate- TBD

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember – Vice Chair

Alternate- Brett Payton, Mayor Pro Tem

Weld County

Scott James, Commissioner – Past Chair

Alternate- Perry Buck, Commissioner

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Melanie Potyondy, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

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

Matt Fries, Mayor

Alternate- TBD

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Ron Steinbach, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Jim Kelly, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

§5303 & §5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
§5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
§5309	FTA program funding for capital investments
§5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
§5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
§5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
§5337	FTA program funding to maintain public transportation in a state of good repair
§5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
4P	CDOT Project Priority Programming Process
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
LUAM	Land Use Allocation Model (of the NFRMPO)

GLOSSARY (cont'd)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
SS4A	Safe Streets and Roads for All Funding Program
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
SWMPO	Statewide MPO Committee
SWP	Statewide Plan (CDOT)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TERC	Transportation Environmental Resource Council
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally designated place >200,000 population)
TMO	Transportation Management Organization, also known as TMA – Transportation Management Association
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
UrbanSIM	Land Use model software licensing company used by the NFRMPO for the LUAM
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

Meeting Minutes of the North Front Range Transportation and Air Quality Planning Council

August 1, 2024
Hybrid Meeting in Johnstown, CO

Voting Members Present:

Jon Mallo – Chair
Johnny Olson – Vice Chair
Scott James – Past Chair
Tricia Canonico
Mark Clark
Julie Cline
Dan Dean
Matthew Fries
Liz Heid
Bill Jenkins
Will Karspeck
Andrew Paranto
Kristin Stephens

-Loveland
-Greeley
-Weld County
-Fort Collins
-Evans
-Windsor
-Milliken
-Severance
-Eaton
-Timnath
-Berthoud
-Johnstown
-Larimer County

Voting Members Absent:

Fil Archuleta
Jessica Ferko
Jim Kelly

-Garden City
-APCD
-Transportation Commission

MPO Staff: **Paul Sizemore**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Brooke Bettolo**, Mobility Planner; **AnnaRose Cunningham**, Transportation Planner III; **Jerome Rouser**, Transportation Planner II; **Mark Northrop**, Transportation Planner II

In Attendance: Dawn Anderson; Dan Betts; Brad Buckman; Jason Elkins; Lesli Ellis; Jim Eussen; Nicole Hahn; Omar Herrera; Dee McIntosh; Mark Oberschmidt; Mark Peterson; Evan Pinkham; Melanie Potyondy; Elizabeth Relford; Justin Stone; Josie Thomas; Eric Tracy; Brian Varrella; Keith Wakefield; and Dena Wojtach.

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

Public Comment

Suzette Mallette, former NFRMPO Executive Director, thanked everyone for everything they have done to help her in her role as Executive Director.

Move to Approve Minutes

Olson moved to APPROVE.THEJULY.77?8680.MEETING.MINUTES. The motion was seconded by Karspeck and passed unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Mallo opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Wojtach talked about the recent air quality health alerts issued because of fires in Canada and other States, in addition to local fires, and the impact on the 70 ppb Ozone standard. Wojtach also talked about the Intermountain West MPOs draft letter to EPA that requests the agency study ozone levels in the intermountain west to inform future ozone reduction efforts. Sizemore provided additional background about the letter including the collaborative efforts by Intermountain West MPOs. The Council voiced concerns about the ozone administration, analysis, and policy but supported the joint effort and draft letter.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Mallo did not have anything to report.

Executive Director Report

Sizemore talked about CDOT's update of the 10-year plan in coordination with a new statewide plan. He said the NFRMPO will need to determine the process to populate the list of prioritized projects. He also talked about the vacancies at the NFRMPO. Cunningham talked about a CAC mobility audit conducted in June. She said staff created an ArcGIS StoryMap to illustrate the different recommendations and issues that were seen in the area. Rouser said a walk audit will be conducted August 14th near the Family FunPlex in Greeley by the NoCo Bike and Ped Collaborative. Olson said the City of Greeley is conducting a mobility study.

TAC

A written report was provided.

Mobility

A written report was provided.

Second Quarter 2024 TIP Modifications

A written report was provided.

CDOT Inactives Report

A written report was provided.

PRESENTATION:

FEMA Base Level Engineering- Brian Varrella, CDOT Region 4 Resident Engineer talked about FEMA Base Level Engineering (BLE), a new process developed by FEMA to address flood hazards. He said there is a potential link between BLE and land use code and between BLE and federal disaster assistance. He talked about floodplains in Lincoln County, the statewide plan for current and future BLEs, other BLE facts and opportunities, a BLE case study in Phillips, Colorado, the benefits and other considerations of BLEs, and what to do with a BLE. James and Olson expressed concerns about the process and the broad impacts on local government and communities.

CONSENT AGENDA:

No items this month.

ACTION ITEMS:

July 2024 TIP Amendment - Cunningham discussed the July 2024 TIP Amendment, which includes three revisions, one by Colorado State University (CSU) and two by the City of Greeley. The 30-day public comment period for the TIP amendment began on July 10 and concludes on August 8. She said an equity analysis was conducted by the projects sponsor for the CSU project.

Karspeck **moved to** approve *RESOLUTION 2024-012 APPROVING THE JULY 2024 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEMS:

VanGo Fare Increases for 2025 - Sizemore shared staff's proposal for a VanGo fare increase of 5% in January of 2025. He said fares were last adjusted in 2019, when Council approved a 2% fare increase to account for rising operating costs due to inflation. Sizemore also said VanGo notified customers of the proposal and has invited them to submit comments and/or provide public comment at the Council meeting. He said the proposal would come back in September for action depending on feedback from Council. Sizemore said staff will be coming back to Council each year to discuss a fare increase or decrease. He addressed questions and comments by Council regarding efforts used by VanGo to attract users, VanGo being an enterprise fund, and the slow return to transit use after the pandemic.

MMOF Discussion #2 - Cunningham talked about MMOF Goals, anticipated funding amounts for FY24 to FY28, the proposed timeline, the updated match rate, project types and the two project categories, scoring criteria, award minimums and maximums, and eligible applicants. She then discussed next steps including the MMOF Guidebook, TAC Discussion in August, and Planning Council discussion in September. There were brief discussions about the multimodal mobility projects enabled by new technology project type and GHG reducing projects. Olson and Stephens expressed concerns about the reduction in MMOF funding.

COUNCIL REPORTS:

Transportation Commission – No updates.

CDOT R4 Update – No updates.

STAC Report – A written report was provided.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens said NAAPME is getting closer to getting the application process out for a small grant program for nonattainment area communities. NAAPME is working on the match requirement.

Front Range Passenger Rail District – Canonico and Karspeck said the district is holding off on putting the district on the ballot until 2026.

Host Council Member Report – Paranto talked about the Centennial Celebration held for the meteorite that landed in Johnstown in July 2024.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:49 p.m.

Meeting minutes submitted by: Mark Northrop, NFRMPO Staff

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 8/27/24

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their September 5, 2024 Meeting.

Summary:

In August, TRE reviewed monitored ozone concentrations in the Northern Front Range and reviewed air quality activities occurring at the federal and state levels. Other highlights include the AQCC setting a rulemaking hearing to consider revisions to their Procedural Rules and briefing on nitrogen deposition at Rocky Mountain National Park, as well as the RAQC's Control Strategies Committee discussions on potential revisions to the vehicle inspection and maintenance program for gasoline vehicles and also for diesel heavy-duty vehicles, indirect sources and tightening motor vehicle emission budgets. Additionally, TRE supported intermountain west transportation planning air quality efforts.

Air Quality Activities:

Ozone Tracking - North Front Range

Based on the current data available¹, the Fort Collins – CSU, Fort Collins West, Greeley Tower and La Salle ozone monitors for the summer to date, all appear to have 4th maximum daily 8-hour averages above 70 ppb, ranging from 82-79 ppb. The Rocky Mountain National Park ozone monitor's 4th maximum daily 8-hour average is 78 ppb. Overall, the Air Pollution Control Division (APCD) has issued 49 Ozone Action Alert Days this summer (meaning levels are or anticipated to be greater than 70 ppb for that day) in the Denver Metropolitan North Front Range ozone nonattainment area.² Note that this data includes observed levels during wildfires.

New ozone monitors have been installed in Larimer County. As a result of 2021 exploratory monitoring, new ozone monitors were installed and became operational this summer at Fossil Creek Reservoir and Timnath. These monitors must operate for three years in order for that data to be used in comparison to the ozone NAAQS. An additional ozone monitor is planned to be installed in Loveland within the year. Note that the APCD is ramping up monitoring, to provide additional air toxics, ozone precursor pollutants (including photochemical assessment monitoring stations beyond the one at Rocky Flats North), and special study data in the coming years.³

¹ 2024 ozone data downloaded 8/23/24 from EPA's AirNow website: <https://www.epa.gov/outdoor-air-quality-data/download-daily-data>, which has not been certified and includes flagged data.

² Ozone Action Alert Days data downloaded 8/23/24 from Colorado's Air Pollution Control Division's website: <https://docs.google.com/spreadsheets/d/1BHUei0iDaE2EvSlrD4KAN9xy9mQQWhLDAgZtA1iFSI4/edit?gid=0#gid=0>

³ See CDPHE, APCD Technical Services Program's "2024 Ambient Air Monitoring Network Plan," p. 68; downloaded 8/27/24 here:

https://apcd.state.co.us/aqidev/tech_doc_repository.aspx?action=open&file=2024AnnualNetworkPlan.pdf

AQCC Activities

During the monthly meeting, the AQCC adopted revisions to Colorado's carbon monoxide element of its State Implementation Plan (SIP) retaining control measures in place but removing them from the SIP itself. The NFRMPO is no longer required to perform conformity determinations for carbon monoxide.

Additionally, the AQCC set a rulemaking hearing considering revisions to their Procedural Rules scheduled for November 20-22, 2024, and was briefed on the Rocky Mountain National Park (RMNP) Initiative and on development of the Intensity Verification Protocol. The intent behind revising these rules is improve engagement with the AQCC. Comments on the pre-rulemaking proposal were submitted by NFRMPO staff and TRE, and have been incorporated into the proposal, including specifying that responses to comments made should be captured and made public.

During the RMNP Initiative briefing, voluntary efforts on behalf of the agricultural sector were highlighted. Together with the APCD, National Park Service and EPA, the group is working to better understand nitrogen deposition, emissions sources and their impacts to RMNP. A draft August 1, 2024 Milestone Report was released discussing progress made in reducing nitrogen deposition, although the 2022 milestone was not met. Additionally, the report identified that current and planned NOx regulations and ammonia emission reduction management are not sufficient to achieve interim milestone goals. In addition to refining emission inventories and data trends, the initiative will also refine best management practices specific to feedlot management, dairy management and crop production for implementation before the next 2027 milestone.

Regarding the Intensity Verification Protocol, the APCD highlighted related projects and continues to work with stakeholders in evaluating methane monitoring technologies and methodologies in conjunction with reported emissions. Colorado is dedicating \$23 million to support methane monitoring and data needs, as well as to expand data collection from landfills, agriculture and coal mine methane.

The AQCC GHG Subcommittee met on 7/31/24 and scheduled a follow-up meeting for 9/11/24 discussing finalizing their resolution and presentation to the full AQCC. ⁴

RAQC Activities

The RAQC Board met on 8/2/24 and held a Control Strategies Committee meeting on 8/21/24. Notably, the RAQC mentioned hosting a 9/24/24 to pick up discussions regulating indirect sources of emissions (i.e. installations/facilities that cause emissions - think of large campuses, commercial developments, warehouses and operations with large fleets).⁵ The APCD presented proposals they are developing to take to the AQCC, revising and strengthening motor vehicle inspection and maintenance (I&M) requirements for gasoline vehicles and also diesel heavy

⁴ See AQCC's GHG Strategy Subcommittee meeting registration at:

<https://us02web.zoom.us/meeting/register/tZclC-2gpj8pEtfU-zi2dxXRhGXLvhvPUknC#/registration>

⁵ Register here for the RAQC's 9/24/24 meeting on indirect source regulations: <https://raqc.org/event/indirect-sources-wg-sept-2024/>

duty vehicles. Several September stakeholder meetings were announced and details are posted on the APCD website.⁶

Other Air Quality Activities

On 9/4/24, the Colorado Sun is hosting an ozone event, and will include speakers from the APCD and RAQC discussing ozone in the region.⁷

On 7/24/24, the EPA finalized a rule approving Colorado's ozone nonattainment reclassification request to downgrade the nonattainment classification under the 2015 Ozone NAAQS from Moderate to Serious.⁸ While this reclassification triggers more stringent requirements, those requirements are already in place in the majority of the nonattainment area under the 2008 Ozone NAAQS. The exception is for the northern part of Weld County that was not part of the nonattainment area under the 2008 Ozone NAAQS.

On 8/6/24, EPA took actions on AQCC control requirements for oil and gas operations and architectural coatings' VOC content. Colorado continues to work to revise reporting requirements for coating operations, combustion equipment at major sources and foam manufacturing per EPA's related conditional approval, which also deferred related sanctions pending timely submittal of revisions to EPA.⁹

Members of intermountain west transportation planning agencies continued to refine a joint letter asking EPA to study the reasoning why ozone levels do not seem to be responding to significant reductions in man-made precursor pollutants throughout the intermountain west. This letter is anticipated to be signed late August/early September.

Next Steps:

1. Track the AQCC's Procedural Rules, and decide whether or not to engage in the formal rulemaking, scheduled for November 2024.
2. Continue tracking control strategies being developed, including any proposed MVEB limit and indirect source regulation (ISR) being developed.

⁶ More information about the APCD's proposed revisions to Regulations 11 and 12, and upcoming stakeholder meetings can be found here: <https://cdphe.colorado.gov/motor-vehicle-emissions>

⁷ Register here for the Colorado Sun's Ozone Event: <https://coloradosun.com/events/>

⁸ See 89FR59832, 7/24/24. "Clean Air Act Reclassification; Colorado; Reclassification of the Denver Metro/North Front Range 2015 Ozone Nonattainment Area to Serious," downloaded on 8/27/24 here: <https://public-inspection.federalregister.gov/2024-16123.pdf>

⁹ See 89FR63852, 8/6/24. "Air Plan Approval and Conditional Approval; Colorado; Regulation Numbers 7 and 21 and RACT Requirements for the 2008 8-Hour Ozone Standard for the Denver Metro/North Front Range Nonattainment Area," downloaded 8/6/24 here: <https://www.govinfo.gov/content/pkg/FR-2024-08-06/pdf/2024-17091.pdf>



Upcoming Public Meetings:

- 8/27/24 AQCC NOx Control Stakeholder Meeting
- 9/4/24 Colorado Sun Ozone Event
- 9/5/24 NFRMPO Council Meeting
- 9/6/24 RAQC Board Meeting
- 9/11/24 RAQC Control Strategies (Oil and Gas) Meeting
- 9/11/24 AQCC GHG Subcommittee Meeting
- 9/12/24 Air Quality Enterprise Meeting
- 9/18/24 RAQC Control Strategies Meeting
- 9/24/24 RAQC Indirect Source Regulation Meeting

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

August 22, 2024
3:00 p.m.
Microsoft Teams

Members	Staff
Johnny Olson	Paul Sizemore
Bill Jenkins	Becky Karasko
Kristin Stephens	Cory Schmitt
Matthew Fries	Michelle Edgerly, Go Figure
	Barbara Bills

The meeting was called to order by Olson at 2:59 p.m.

Approval of Minutes:

Fries made the motion to approve the April 18 and the June 20, 2024, meeting minutes, and Jenkins seconded. The motion passed by acclamation.

2024 Q1 and Q2 Unaudited Financial Statements:

Edgerly began by explaining that the MPO and VanGo financials are on separate statements. She discussed the MPO balance sheet first. She pointed out that the data for the Cash and Cash Equivalents, \$17,142, and the Receivables, \$760,666, were incorrect. The correct data should be \$201,734 and \$576,074 respectively. Corrected forms will be included in the Council packet. There are also two new auditing standard items, Right-of-Use-Assets and GASB-87 Lease Liability. These offset each other and indicate how much total lease liability is represented.

Next Edgerly discussed the MPO Statement of Revenue, Expenditures, and Changes in Fund Balance. She pointed out that these figures did not include revenue for June as there is a little bit of a lag between CDOT billings and reimbursement. Some of the items she highlighted were the STBG totals, Payroll expenses, the purchase of a van via a pass through, and Consulting/Professional fees.

Edgerly quickly went over the VanGo Balance sheet pointing out the Due to/Due from dollars explaining they are strictly internal recordkeeping.

Finally, she discussed the VanGo statement drawing attention to the van sales and purchases, Fort Collins exchange funds, Colorado Trust interest, and the purchase of a new laptop for the VanGo manager.

Fries moved to approve the financials with the adjustments and send them to Council and Jenkins seconded. The motion was approved unanimously.

The meeting was adjourned at 3:29 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 21, 2024**

ACTION ITEM

FY2022 Program of Projects (POP) Update – Joshua Ma, Transfort, discussed the FY2022 POP Update requested by the Federal Transit Administration (FTA) to Sections 5307, 5310, and 5339 formula grants for the Fort Collins Transportation Management Area (TMA). These updates were requested due to funding amount increases following IIJA/BIL being signed into law and the cumulative project funds change exceeding 20 percent. The identified projects remain fundamentally unchanged. This POP update also includes changes related to specific 5310 requirements for POPs, which include specifying counties served, distinguishing between capital and operating expenses, and clearly identifying which projects meet the 55 percent minimum for traditional 5310 projects. These adjustments ensure Transfort meets federal compliance standards and improves the effectiveness and transparency of the POP.

Pinkham moved to recommend the Planning Council approve the FY2022 POP Update. Hornkohl seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

MMOF Call for Projects Discussion #3 – Northrop provided an update on the upcoming MMOF Call for Projects. He discussed minimum project sizes, the proposed schedule, and provided additional detail on the CDOT draft application review process and discussed the CDOT reviewers based on project type. Northrop then provided an overview of the August Planning Council meeting discussion on the upcoming Call as well as questions Council members had related to project types. He then discussed maximum funding amounts and breakdown and provided two options for TAC members, Option A: a flat \$2M maximum per agency and per project or Option B: Category A projects with 75 percent of available funding as a target and Category B with 25 percent funding as a target. TAC consensus was to move forward with Option B. Northrop provided an update on the CDOT MMOF Guidebook, which was released on August 16, and the information it provides to applicants. He then moved into the NFRMPO's application and submission requirements. He provided TAC members with an update on when the NFRMPO's Call for Projects Guidance document would be sent out for TAC members to review and provide feedback.

NFRMPO 10-Year Priority List Update – Karasko discussed the NFRMPO's 10-Year Priority List, including an overview of the history of the list, selection of the priority corridors, and the original January 2020 Workshop. She discussed the Transportation Commission's criteria for projects and how the NFRMPO incorporates the criteria. She discussed updating the list for the region and requested TAC members review the lists for the projects within their agency's boundaries to determine if they are still priorities. Karasko then discussed the logistics for updating the list and requested TAC members weigh in on having a second workshop with TAC and Planning Council members to reprioritize projects on the lists. TAC members concurred with holding a workshop later this year to update the list.

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

August 8, 2024

Attendees: Medora Bornhott, Pauline Migliore, Gabi Gamily, Brad Ragazzo

Staff: Jerome Rouser

CDOT Active Transportation Plan

Medora Bornhott, CDOT, discussed the Statewide Active Transportation Plan (ATP). Medora outlined the progress CDOT has done since the plan's adoption in 2012, including detailed bike/ped safety in CDOT regions 1 and 4. Medora gave an overview of the ATP planning process. The plan is anticipated to be adopted in April 2025. Medora noted there has been over 2000 Active Transportation Plan survey responses. The 2025 ATP will include an Active Transportation Prioritization Tool which is a map based tool that will help CDOT and other agencies identify which projects should include an active transportation element. This tool is developed using current use data, crash data, and other inputs. Brad asked about Vulnerable Road Users (VRU) and asked for an example of a VRU hotspot in the region. Medora noted there were 39 high priority locations identified, and none were in the North Front Range. Pauline asked about CDOT's data sources and how recent that data is. Medora noted CDOT will be relying on primarily on Census data.

CDOT Strategic Highway Safety Plan

Gabi Gamily, CDOT, noted 720 people died on Colorado roadways in 2023, and 4,153 people were involved in a crash resulting in serious injury. A Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roads. This plan is a collaboration amongst five agencies: Colorado Department of Transportation (CDOT), Colorado Department of Public Health and Environment (CDPHE), Colorado State Patrol (CSP), Colorado Department of Education (CDOE), and the Colorado Department of Revenue CDOR. CDOT will be holding a Stakeholder Workshop in Greeley on Sept 11, and there will be a virtual workshop for CDOT Region 4 on October 1st. Gabi showcased the Online Stakeholder Engagement Tool.

Pauline asked if CDOR will be providing safety funding. Gabi noted CDOR will be assisting with implementation and not as a funding source. Pauline asked where the federal funding is coming from. Gabi noted the funding from Highway Safety Improvement Program (HSIP).

Mobility Audit Review

Jerome gave an overview of the June 13th Loveland Transit Center Mobility Audit. There were around eight participants and three routes. The key themes were sidewalk conditions, vehicle and pedestrian interactions, and street crossings. Attendees recommended the City of Loveland install high-visibility crosswalks and additional traffic calming measures and to ensure crosswalks and sidewalks are accessible.

The meeting was adjourned at 6:56 p.m.



MEMORANDUM

To: NFRMPO Council

From: Michelle Edgerley

Date: August 27, 2024

Re: CY 2024 2nd Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 2nd Quarter of Calendar Year 2024 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights

- The GASB-87 (Government Accounting Standards Board) Lease Liability and Right-of-Use-Assets are new additions to the Balance Sheet. This standard requires leases to be reported as a capital/financing lease and was created to increase visibility into lease obligations. The difference between the liability and asset represents the current portion of the (building) lease.
- The Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next.
- Payroll expenses will trend lower than budgeted (through at least September) due to fewer employees on staff.
- Notes on Consultant expenditures are itemized on the financials.

VanGo™ Highlights

- There are 33 vehicles currently in the fleet (5 purchased, 3 sold in 2024)

Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2024 2nd Quarter Unaudited Financial Statements.

Note 1:

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

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2024 indirect cost rate was calculated using the 2022 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

Metropolitan Planning Organization
Statement of Net Position
For the Six Months Ending June 30, 2024

ASSETS

Cash and Cash Equivalents	\$201,734
Cash-Savings	
Investments	1,371,759
Receivables	576,074
Prepays	30,937
Due From Other Funds	1,215,349
Capital Assets, net	19,237
Right-of-Use-Assets	918,041
Total Assets	<u>4,333,131</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	186,283
GASB-87 Lease Liability	956,477
Deferred Revenue	12,102
Advances From Other Funds	2,317,284
Long-Term Liabilities	
Accumulated Leave	65,626
Total Liabilities	<u>3,537,772</u>

FUND BALANCE

Unreserved	1,024,799
Current Year Revenue over (under)	
Expenditures	(229,440)
Total Fund Balance	<u>795,359</u>

Total Liabilities and Fund Balance	<u>4,333,131</u>
------------------------------------	------------------

METROPOLITAN PLANNING ORGANIZATION
Statement of Revenue, Expenditures, and Changes in Fund Balances
For the Six Months Ending June 30, 2024

	2024	2024	2024		%	
	June	Year to Date	Budget	Variance	Complete	
REVENUE						
FHWA-Federal Income-CPG	\$131,905	\$315,776	\$1,058,808	\$743,032	29.82%	(A)
FHWA-Federal Income-STBG			254,528	254,528	0.00%	
FTA-Federal Income-405C						
FTA-Federal Income-Section 5304						
FTA-Federal Income-5310	36,560	58,615	247,600	188,985	23.67%	
Federal Pass Through						
State Funds_MMOF	79,477	210,560	378,304	167,744	55.66%	
State Planning Funds		8,899		(8,899)	0.00%	
State-CDPHE		5,111	35,000	29,889	14.60%	
State-SB 228			56,232	56,232	0.00%	
State-FASTER						
State TSV						
<i>Subtotal Grant Revenue</i>	<i>247,942</i>	<i>598,961</i>	<i>2,030,472</i>	<i>1,431,511</i>	<i>29.50%</i>	(B)
Local Match-Member Entities	95,869	213,988	727,372	513,384	29.42%	
100% Local			1,970	1,970	0.00%	
Transfer from VanGo			(310,000)	(310,000)	0.00%	
<i>Subtotal Local - All Sources</i>	<i>95,869</i>	<i>213,988</i>	<i>419,342</i>	<i>205,354</i>	<i>51.03%</i>	
Other Funds	49,600	63,039		(63,039)	0.00%	(C)
City of Fort Collins Funds			20,000	20,000	0.00%	
<i>Subtotal Revenue from Other Sources</i>	<i>49,600</i>	<i>63,039</i>	<i>20,000</i>	<i>(43,039)</i>	<i>315.19%</i>	
Miscellaneous Revenue						
Interest Earned	36,451	36,451		(36,451)	0.00%	
Use of Reserves						
<i>Subtotal Other Revenue Sources</i>	<i>36,451</i>	<i>36,451</i>		<i>(36,451)</i>	<i>0.00%</i>	
Total Revenue- Combined Sources	429,862	912,439	2,469,814	1,557,375	36.94%	
EXPENDITURES/EXPENSES						
Administration	37,180	75,017	173,581	98,564	43.22%	
Transportation Planning	221,786	424,167	998,244	574,077	42.49%	
Mobility Management	19,273	34,301	276,555	242,254	12.40%	
<i>Subtotal Payroll Expense</i>	<i>278,239</i>	<i>533,485</i>	<i>1,448,380</i>	<i>914,895</i>	<i>36.83%</i>	(D)
Professional Services & Consulting	270,090	451,263	585,107	133,844	77.12%	(E)
<i>Subtotal professional Services & Consulting</i>	<i>270,090</i>	<i>451,263</i>	<i>585,107</i>	<i>133,844</i>	<i>77.12%</i>	
Fleet Expense						
Insurance Expense	1,484	2,967	3,800	833	78.08%	
Office Furniture/Equipment (non-cap)		500	54,800	54,301	0.91%	
Office Supplies	317	317	1,000	683	31.70%	
Communications (phone/data/fax)	2,950	5,397	10,311	4,914	52.34%	
Postage	160	320	439	119	72.88%	
Printing						
Rent	39,537	70,583	184,000	113,417	38.36%	
Other Office Operating (Facility, Repairs, Furniture)		420	1,900	1,480	22.11%	
Dues, Licensing, Subscriptions and IT Backups	1,536	6,510	21,834	15,324	29.82%	
Maintenance Contracts & Website Hosting	2,065	3,474	78,595	75,121	4.42%	
Software maintenance	1,358	24,498	71,915	47,417	34.07%	
Outreach	949	5,962	18,920	12,958	31.51%	
Other Operating Costs	268	368	1,400	1,032	26.26%	
Event/Meeting Expense	219	1,032	4,315	3,283	23.92%	
Indirect Costs	(20,204)	(37,819)	(110,889)	(73,070)	34.11%	
Travel/Conference/Training Expense	7,416	10,604	42,451	31,847	24.98%	
Pass through Expenses		62,000		(62,000)	0.00%	(C)
<i>Subtotal Other Expenses</i>	<i>38,055</i>	<i>157,132</i>	<i>384,791</i>	<i>227,659</i>	<i>40.84%</i>	
Total Expenditures/Expenses	586,385	1,141,879	2,418,278	1,276,399	47.22%	
Excess(Deficiency of Revenue over Expenditures)	(156,523)	(229,440)	51,536	280,976	-445.20%	

METROPOLITAN PLANNING ORGANIZATION
Statement of Revenue, Expenditures, and Changes in Fund Balances
For the Six Months Ending June 30, 2024

A) Utilizing CPG funds first before using other grants (STBG).

B) June CDOT Invoices (totaling \$90k) was not included with 2Q totals. June CDOT invoices to be submitted for reimbursement in August.

C) CDOT payment for purchase of mobility vehicle (pass through). MPO purchases the vehicle & then is reimbursed. Asset not included with the Van Go program.

(D) Payroll expenses for six months less than 50% of budget due to fewer actual employees than forecasted.

(E) Consulting/Professional Fees:

HDR Engineering \$126k for MMOF/Transit

Steer, Davies, & Gleave \$42k for OIM & MMOF-TMO

Envision \$29k for 5310 Urban

Edge Fish \$32k, Care A Van \$32k, Full Path \$40k for 009 Grant (MMOF)

Two Roads \$17k for CDPHE (2Q expenses not billed until 3Q)

MHP \$32k for audit

Go Figure \$39k for accounting services (additional hours due to increased workload/covering Financial Manager responsibilities)

VanGo
Statement of Net Assets
For the Six Months Ending Sunday, June 30, 2024

ASSETS

Cash and Cash Equivalents	265,922
Investments	4,626,837
Receivables	2,961
Advances to Other Funds	2,317,284
Capital Assets, net	291,500
Total Assets	<u>7,504,504</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	2,558
Deferred Revenue	2,708
Due to Other Funds	1,215,349
Accumulated Leave - Due in less than one year	10,478
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	3,592
Total Liabilities	<u>1,234,684</u>

FUND BALANCE

Unreserved	6,329,067
Current Year Revenue over (under) Expenditures	(108,196)
Total Fund Balance	<u>6,269,820</u>

Total Liabilities and Fund Balance	<u>7,504,504</u>
------------------------------------	------------------

VanGo Program
For the Six Months Ending June 30, 2024

	2024 June	2024 Year to Date	2024 Budget	Variance	% Complete	
Program Revenue - Fares	54,829	93,682	185,000	91,318	50.64%	
Sale of Vehicles	42,360	42,360	60,000	17,640	70.60%	(A)
City of Fort Collins Funds			327,512	327,512	0.00%	(B)
Subtotal VanGo Revenue-All Sources	97,189	136,042	572,512	436,470	23.76%	
Interest Earned	44,413	131,011		(131,011)	0.00%	(C)
Total Revenue- Combined Sources	141,602	267,053	572,512	305,459	46.65%	
EXPENDITURES/EXPENSES						
Fleet Insurance	16,786	30,329	93,000	62,671	32.61%	
Fleet Motor Fuel & Oil	9,851	18,783	60,000	41,217	31.31%	
Fleet Repairs & Maintenance	5,806	14,800	75,500	60,700	19.60%	
Fleet Repairs & Maintenance-Insurance Deductible		500	5,000	4,500	10.00%	
Guaranteed Ride Home		67	200	133	33.50%	
Fleet Other	2,569	1,431	3,100	1,669	46.15%	
Depreciation						
Subtotal Fleet Expense	35,012	65,910	236,800	170,890	27.83%	
VanGo Payroll	30,373	56,854	134,202	77,348	42.36%	
Professional Services and Consulting			500	500	0.00%	
Office Furniture/Equipment (non-cap)		1,875		(1,875)	0.00%	(D)
Postage		15	50	35	30.00%	
Credit Card Fees	4,182	6,652	8,000	1,348	83.15%	
Facility, Repairs, Office Equipment lease			520	520	0.00%	
Dues, Licensing, Subscriptions & IT Backups	249	647	4,704	4,057	13.75%	
Maintenance Contracts & Website Hosting	83	108	25,508	25,400	0.42%	
Outreach (Rideshare Promotion, Wrap Vans)	14,230	18,903	35,350	16,447	53.47%	
Indirect Costs	20,204	37,819	110,891	73,072	34.10%	
Travel/Conference/ Training	1,700	1,891	5,500	3,609	34.38%	
Capitalized Equipment/Vehicles	73,830	184,575	399,494	214,919	46.20%	(E)
Transfer to MPO			(225,901)	(225,901)	0.00%	
Budget Only - Use of Rserve			(111,570)	(111,570)	0.00%	
Subtotal Other Expenses	144,851	309,339	387,248	77,909	79.88%	
Total Expenditures/Expenses	179,863	375,249	624,048	248,799	60.13%	
Excess(Deficiency of Revenue over Expenditures)	(38,261)	(108,196)	(51,536)	(56,660)	209.94%	

A) Three vans sold in April 2024

B) Exchange fund invoices to the City of Fort Collins billed in 4th quarter. No 1Q - 2Q activity.

C) Interest earned on funds in Colorado Trust investment account.

D) Purchase of new laptop for VanGo manager, under the capitalization threshold.

E) Five vans purchased 1Q - 2Q 2024 from Pedersen Toyota.

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of June 30, 2024

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of June 30, 2024</i>		
		<i>MPO</i>	<i>VanGo</i>	<i>Total</i>
Cash				
1st National Bank	8629	17,067		17,067
1st National Bank	7343		265,922	265,922
Petty Cash		75		75
Total Cash		17,142	265,922	283,064
Investments				
COLOTRUST	8001	1,371,759	4,626,837	5,998,596
Total Investments		1,371,759	4,626,837	5,998,596
Total Savings and Investments		1,388,900	4,892,759	6,281,660

<i>Operating Reserves</i>	<i>Capital Reserve</i>	<i>Reserved for</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>Specific Use</i>	<i>MPO</i>	<i>VanGo **</i>	
		<i>VanGo</i>			
0	0	0	0	17,142	265,922
1,120,523	161,972	467,959	653,731	251,236	3,343,175
1,120,523	161,972	467,959	653,731	251,236	3,343,175
1,120,523	161,972	467,959	653,731	268,378	3,609,097
					6,281,660

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



MEMORANDUM

To: NFRMPO Council
From: Paul Sizemore, Executive Director
Date: September 5, 2024
Re: VanGo™ Fare Increase

Background

VanGo fare collection is an important component of the revenue streams that support service. The last time fares were adjusted was in 2019, when Council approved a 2% fare increase to account for rising operating costs due to inflation. Prior to this, fare increases were periodically but inconsistently implemented. The intent of the 2019 adjustment was to begin a program of smaller consistent annual increases rather than periodic larger increases in order to keep pace with inflation and minimize the one-time impact to customers.

However, in 2020 the COVID pandemic had a significant impact on VanGo service. In an effort to support use of the system, fare increases were not implemented in 2020-2024. VanGo made many operational changes to remain solvent through the pandemic and is once again seeing increases in ridership and total routes though it is approximately half of pre-pandemic levels. During the four years since the pandemic began, the Consumer Price Index has increased by a cumulative 20.8%, while VanGo fares have not increased.

Council Discussion

At the August 2024 Planning Council meeting a Discussion Item was held to discuss staff's proposal for a fare increase of 5% to be effective in January of 2025. Based on the adopted 2025 Budget, fares are anticipated to generate approximately \$150,000 in revenue if a fare increase is not approved. The proposed increase is projected to result in approximately an additional \$7,500 to counter rising operating costs. This change would result in the median full-time fare of \$234/month increasing to \$246/month.

VanGo notified customers of this proposal and invited them to comment on the proposal. Four people provided email comments to the Fleet and Operations Manager, all of which were supportive and recognized the need for fares to increase to keep pace with costs.

The Planning Council discussed the proposal and asked questions about the overall funding approach for the program, operational changes since the COVID-19 pandemic, and how the program is marketing



itself and growing. Council consensus was for staff to return with an action item to implement the proposal.

Action

Staff recommends approval of Resolution 2024-13, approving a 5% fare increase in the 2025 calendar year for the VanGo vanpooling program. It is the intent of staff to return each year with recommendations for fare adjustments based on changes in program costs.



North Front Range
**Metropolitan
Planning
Organization**

**RESOLUTION NO. 2024 - 13
OF THE NORTH FRONT RANGE TRANSPORTATION
AND AIR QUALITY PLANNING COUNCIL
TO APPROVE A FARE INCREASE FOR THE
VANGO™ VANPOOLING PROGRAM
FOR CALENDAR YEAR 2025**

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (“Council”) is the governing body of the VanGo™ Vanpool Program; and

WHEREAS, the Council has reviewed the proposed fare increase for calendar year 2025; and

WHEREAS, the 5% increase will meet the goal of tracking increased operating expenses of the program; and

WHEREAS, the VanGo™ Vanpool Program for calendar year 2025 is outlined in the approved budget.

NOW, THEREFORE, BE IT RESOLVED by the North Front Range Transportation and Air Quality Planning Council that a 5% increase in vanpooling fares for VanGo™ shall be effective in the 2025 calendar year.

Passed and adopted at the regular meeting of the North Front Range Transportation and Air Quality Planning Council held this 5th day of September 2024.

Jon Mallo, Chair

ATTEST:

Paul Sizemore, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Joshua Ma, Transfort

Date: September 5, 2024

Re: Action - FY2022 Program of Projects (POP) Update

Objective

Planning Council approval of the Transfort updated FY2022 Program of Projects (POP).

Summary

The City of Fort Collins / Transfort is updating their Program of Projects (POP) for FFY 2022 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 formula grants for the Fort Collins Transportation Management Area (TMA). Updates include changes to funding amounts and format to maintain compliance with FTA; however, the identified projects remain fundamentally unchanged. Originally, program funding amounts were estimated in December 2021 based on FY21 apportionments, with FY22 apportionments released in March 2022.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was enacted in 2022 and represents the largest federal investment in public transportation in U.S. history. For the Fort Collins TMA, this legislation resulted in a 28% increase in 5307 program funds, and a 44% increase in 5310 program funds. FTA requires a revision to the POP if changes in cumulative project funds exceed 20 percent.

The FTA Section 5310 program has specific requirements for the POP, different from those for Sections 5307 and 5339. These include specifying the counties served, distinguishing between capital and operating expenses, and clearly identifying which projects meet the 55 percent minimum for traditional 5310 projects.

Transfort initially consolidated the POP under Section 5307 guidance, which did not fully address the specific requirements for 5310. The current revision updates funding amounts and aligns the format with the more stringent Section 5310 guidelines. This adjustment ensures that Transfort not only meets federal compliance standards but also improves the effectiveness and transparency of their POP.

Funding Types and Uses

FTA 5307: The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5339: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.



Recommendation

TAC recommends Planning Council approval of the updated FY2022 POP.

Attachments

- Transfort FY22 Program of Projects-Revised
- *Resolution 2024-14*

2022 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY22 Apportionment - City of Fort Collins		\$4,773,386			Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,224,434	\$979,546	\$244,888	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$83,331	\$66,664	\$16,667	20%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$5,901,048	\$2,950,524	\$2,950,524	50%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$527,530	\$440,230	\$87,300	20%
	Total Project			\$8,577,398			
	Total Federal			\$4,773,386			

5310 - FY22 Apportionment - City of Fort Collins		\$343,067			Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
<i>Traditional 5310 Projects</i>							
Dial-a-Taxi	Fort Collins	Larimer	Capital	\$121,267	\$97,013	\$24,254	20%
Paratransit Cutaway Vehicles Purchase	Fort Collins	Larimer	Capital	\$267,890	\$227,706	\$40,184	15%
<i>Other 5310 Projects</i>							
Bus Stop Electrical and Metering	Fort Collins	Larimer	Capital	\$22,935	\$18,348	\$4,587	20%
	Total Project			\$412,092			
	Total Federal			\$343,067			
	Total Traditional 55%			94.65%			

5339 - FY22 Apportionment - City of Fort Collins		\$339,020			Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Replace In-Ground Lift	Fort Collins	Larimer	Capital	\$423,775	\$339,020	\$84,755	20%
	Total Project			\$423,775			
	Total Federal			\$339,020			



RESOLUTION NO. 2024-14
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307,
\$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA)
PROGRAM OF PROJECTS FOR FFY22

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 FY2024-2027 TIP are consistent with the adopted 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Finding conducted on the FY2024-2027 TIP was positive, and all of the projects in the FY2024-2027 TIP come from the conforming 2050 RTP and this revision does not change the positive conformity finding on the FY2024-2027 TIP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2024-2027 TIP updating the following transit projects and funding:

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, Fixed-Route Operating Expenses, and Transit Planning, Design, and Capital
 - FY22 Apportionment of \$4,773,386 (Federal)
- FTA \$5310 – Dial-a-Taxi, Paratransit Cutaway Vehicles Purchase, and Bus stop Electrical and Metering
 - FY22 Apportionment of \$343,067 (Federal)
- FTA \$5339 –Replace In-Ground Lift
 - FY22 Apportionment of \$339,020 (Federal)

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY22 Program of Projects Update as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of September 2024.

Jon Mallo, Chair

ATTEST:

Paul Sizemore, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: September 5, 2024

Re: Discussion – NFRMPO 10-Year Priority List Update

Objective

Planning Council feedback on the proposed process for the NFRMPO 10-Year Priority List of projects.

Summary

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State’s top transportation priorities and provide 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*.

In response to this, the NFRMPO created its own 10 Year list of projects, renamed the NFRMPO 10-Yar Priority List in 2023 to reflect the purpose of the list and to avoid confusion with CDOT’s 10-Year Plan. The NFRMPO’s 10-Year List has been updated three times since 2020, once each in 2021, 2022, and 2023. To ensure the NFRMPO’s 10-Year Priority List continues to reflect the region’s priorities and remains a living document and a part of CDOT’s update to the Statewide Transportation Plan, NFRMPO Staff has begun the process of reviewing the Tier 1 list to ensure any changes to the projects’ status are accurately reflected and that the projects on the list are still the region’s top priorities.

In 2023, Planning Council reaffirmed the six priority corridors and the corridor-based projects the list has reflected since its creation in 2019. The priority corridors include:

- I-25
- US34
- US85
- US287
- SH392
- SH14

Staff reviewed the lists of projects from the 2023 update and is requesting TAC members review the attached list of projects to ensure they are accurately reflected. Staff is also requesting TAC feedback on the update process for the list as well as the potential for another Prioritization Workshop similar to the one held in January 2020.

Recommendation

NFRMPO Staff and TAC members recommend holding a second in-person workshop to review and prioritize projects on the region’s six priority corridors for the 2024 update of the NFRMPO’s 10-Year Prioritization List.

Attachments

- 2023 NFRMPO 10-Year Priority List

NFRMPO Priorities List

2024 Tier 1: Roadway

NFRMPO Priority Corridor Candidate Projects			Transportation Commission Criteria					
Corridor	Candidate Project	Project Description	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
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.	X	X	X			X
	Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	X	X	X	X		X
	US34 and WCR17	Interim operational safety improvements	X	X	X			X
	US34 and 35th Avenue to US34 and 47th Avenue	Safety and operational improvements/New Interchanges	X	X	X		X	X
I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	X	X				X
I-25	Interchange at I-25/US34 and US34/Centerra	Interchanges	X	X	X		X	X

**US35/US85 Interchange Project of \$6M on NFRMPO previous list is funded in current CDOT 10-Year Plan in FY2023-2026. Additional \$19M in UFR TPR 10-Year Plan funds is included for this project in FY2027-2030 of CDOT's 10-Year Plan.*

NFRMPO Priorities List

2024 Tier 2: Roadway

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	50.00	
	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.
TIER 2 (NOT PRIORITIZED)	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	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 charet to evaluate US85/US34 and adjacent intersections, including 8th and 11th.
	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
	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
	US85	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.
	US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$23.0	This is a Ft Collins led effort.
	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.
	SH392	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.
	SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	Can the priority be revisited? Per James Usher: I would agree that this should be moved to tier 3.
	SH392	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 ICR 3

NFRMPO Priorities List

2024 Tier 3: Roadway

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 3 (NOT PRIORITIZED)	I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Weld County	\$29.9	Ultimate build of EIS.
	I-25	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 estimate. RTD Paddock recommends that this line item be deleted as the improvements are captured below.
	US34	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	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	Cost corrected to reflect current estimate.
	US34	US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	Cost corrected to reflect current estimate.
	US34	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	US85 and 18 th St	Texas turnaround	Greeley	\$14.6	Cost corrected to reflect current estimate.
	US85	US85 and 16 th St	Texas turnaround	Greeley	\$16.9	Cost corrected to reflect current estimate.
	US85	US85 and 13 th St	Texas turnaround	Greeley	\$16.5	Cost corrected to reflect current estimate.
	US85	US85 and 8 th St	Texas turnaround	Greeley	\$23.5	Cost corrected to reflect current estimate.
	US85	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
	US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	This is a Ft. Collins led effort.
	US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	This is a Larimer County led effort.
	US287	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.	

NFRMPO Priorities List

2024 Tiers 1-3: Transit

	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	Funded
	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/ Funded?
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		Funded
	Various	North Front Range Regional Rail	New rail service	TBD	TBD		

NFRMPO Priorities List

2024 Tier 1-3: Non-Motorized

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score
TIER 1	US34	RATC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36
	US34	RATC #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	RATC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73
TIER 2	US34	RATC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80	
TIER 3	<i>No Tier 3 Projects at this time.</i>					

MEMORANDUM

To: NFRMPO Planning Council

From: Mark Northrop

Date: September 5, 2024

Re: Discussion – 2024 MMOF Call for Projects

Objective

To discuss the proposed schedule, maximum funding requests, application requirements, and submission requirements for the 2024 MMOF Call for Projects.

Summary

The NFRMPO has approximately \$4.5M in State MMOF funds to award for Fiscal Years (FY) 2024 through 2028. Available funding estimates per year are provided in **Attachment 1**. The proposed schedule for the Call is included in **Attachment 2**.

Staff will review:

- MMOF Program goals;
- Funding estimates;
- Proposed schedule;
- Maximum funding requests;
- Applications requirements; and
- Submission requirements.

NFRMPO staff revised the MMOF program based on revisions and recommendations from CDOT, including updating the Transportation Commission approved match rate formula and process for CDOT review of project applications. Staff have discussed with TAC policies created within the 2022 MMOF Call for Projects, which will be carried over into the 2024 Call including the project categories, minimum and maximum funding requests, application and submission requirements, and scoring criteria.

Recommendation

Staff requests Planning Council discuss the proposed schedule, maximum funding requests, and application and submission requirements for the 2024 MMOF Call for Projects.

Attachments

Attachment 1: FY2024-2028 MMOF Funding Estimates

Attachment 2: 2024 MMOF Call for Projects Schedule

Attachment 3: Presentation



Attachment 1: FY2024-2028 MMOF Funding Estimates

Fiscal Year	Initial Funding Estimate	Amount Previously Awarded	Total Funding Amount Available
2024	\$490,061	\$106,273	\$383,788
2025	\$1,285,759	\$1,000,000	\$285,759
2026	\$1,321,473	\$170,000	\$1,151,473
2027	\$1,388,297	\$130,000	\$1,258,297
2028	\$1,461,971	N/A	\$1,461,971
Total	\$5,947,561	\$1,300,000	\$4,541,288


Attachment 2: 2024 MMOF Call for Projects Schedule







Activity	Date
Planning Council Discussion on MMOF Call Process	September 5
TAC Recommendation on MMOF Call Process	September 18
Planning Council Action on MMOF Call Process	October 3
Call for Projects Opens	October 4
MMOF Applicant Workshop	October 7
Project Descriptions Due	October 11
Draft Project Applications due to NFRMPO - CDOT Review	October 25
NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
CDOT feedback on Draft Applications	~November 8
Call for Projects Closes - Applications Due to NFRMPO (6 weeks open)	November 15
Scoring Meeting	Week of December 9
TAC Discussion of Recommended Projects – Staff Presentation	December 18
Council Discussion of Recommended Projects – Applicant Presentations	January 9
TAC Recommendation on MMOF Awards	January 15
Council Action on MMOF Awards	February 6



1

MMOF Discussion



-  **MMOF Program Goals**
-  **Funding Estimates (FY2024-2028)**
-  **Proposed Schedule**
-  **Maximum Funding Requests (Funding Goals Per Category)**
-  **Application and Submission Requirements**
-  **Next Steps**

2

2

MMOF Goals



- **Benefits seniors**
- **Benefits residents of communities, in rural and disproportionately impacted communities**
- **Provides enhanced mobility for persons with disabilities**
- **Provides safe routes to school for children**
- **Increases access to and/or usage of transit or multi-use facilities***
- **Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases**

**Goal added by NFRMPO in the 2019 MMOF Call for Projects.*

3

3

Funding Estimates – FY2024-2028




Fiscal Year	Initial Funding Estimate	Amount Previously Awarded	Amount Available
2024	\$490,061	\$106,273	\$383,788
2025	\$1,285,759	\$1,000,000	\$285,759
2026	\$1,321,473	\$170,000	\$1,151,473
2027	\$1,388,297	\$130,000	\$1,258,297
2028	\$1,461,971	N/A	\$1,461,971
Total	\$5,947,561	\$1,300,000	\$4,541,288

4

4

Proposed Schedule	Activity	Date
	Planning Council Discussion on MMOF Call Process	September 5
	TAC Recommendation on MMOF Call Process	September 18
	Planning Council Action on MMOF Call Process	October 3
	Call for Projects Opens	October 4
	MMOF Applicant Workshop	October 7
	Project Descriptions Due	October 11
	Draft Project Applications due to NFRMPO - CDOT Review	October 25
	NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
	CDOT feedback on Draft Applications	~November 8
	Call for Projects Closes - Applications Due to NFRMPO (6 weeks open)	November 15
	Scoring Meeting	Week of December 9
	TAC Discussion of Recommended Projects – Staff Presentation	December 18
	Council Discussion of Recommended Projects – Applicant Presentations	January 9
	TAC Recommendation on MMOF Awards	January 15
Council Action on MMOF Awards	February 6	

5

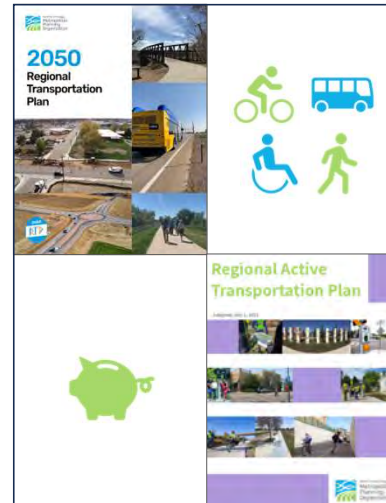
Maximum Funding Requests			
<p>Category A Projects – 75% of available funding</p> <p>Category B Projects – 25% of available funding</p>			
	Project Types		Total
	Category A	Category B	
	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects	
Funding Available	\$3,405,966	\$1,135,322	\$4,541,288
Maximum Award per Agency	\$1,702,983	\$567,661	\$2,270,644

6

Application Requirements



- **MMOF Program**
- **Funding**
- **2050 RTP**
- **2021 ATP**
- **Other**









7

7

Submission Requirements




-  **Completed Application**
-  **Project Location Map**
-  **Equity Analysis Worksheet**
-  **Detailed Cost Estimate (per unit and by phase)**
-  **Letter of Support (mayor or town administrator)**
 - **Additional letters of support (optional)**
-  **Additional Requirements**


8

8

Next Steps




- **MMOF Guidebook Development**
- **MMOF Call Process**
 - **September 18th – TAC Recommendation**
 - **October 3rd – Planning Council Action**



9

9

Questions?



Mark Northrop
 Transportation Planner II
 (970) 289-8279
mnorthrop@nfrmpo.org

General Inquiries
planning@nfrmpo.org

10

10

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: Thursday, August 1, 2024; 8:30 a.m. - 11:30 p.m.

Legislative Report - Emily Haddaway and Jamie Grim, CDOT Office of Government Relations

- State Level: CDOT will be presenting at the Transportation Legislative Review Committee (TLRC) for the regular update in the next 2 weeks. Legislative priorities are not concrete enough to share at this time.
- Federal level: Congress is racing to get things done before the August recess, given the election year, Congress likely won't be meeting a lot between August and October, a light session is anticipated over the next few months. A transportation, housing, and urban development Bill was approved that cuts grants by 36% from the last few years. The Senate passed a Bill with \$110 Billion for the US DOT which will increase grant funding.
- STAC member Beedy asked about sending a letter to Governor Polis about the need for the Governor to appoint the District 11 Transportation Commissioner position, that has been vacant for some time. Jamie Grim agreed to confer with Herman Stockinger, CDOT Deputy Executive Director, regarding this.

Policy Directive 14.0 (PD 14), Darius Pakbaz and William Johnson, Division of Transportation Development

- Conversations on this topic with both the Transportation Commission (TC) and the STAC are continuing.
- A report card on the legacy of PD 14 is planned. An evaluation and refresh occur every time CDOT initiates an update for a long range plan, which is now under way for the 2050 Statewide Transportation Plan (SWP).
 - A question was raised regarding a full build out of a statewide transit and rail system. Is this along the state system or in the urbanized areas?
 - This is a statewide initiative that we need to accomplish in partnership with our planning partners. We are not aiming to compete with other transit providers.
 - Comment: The increase of 83% in revenue service miles over ten years as a target seems unattainable and is too optimistic.
 - CDOT believes this target is attainable. This is based on cost-benefit analysis from the GHG roadmap that demonstrates the possibility to be attainable.
 - Clarification on transit revenue service miles:
 - CDOT uses the definition from the National Transit Database, it is not just the route length but also how often the route is traveled - the headway.
 - Received a comment that the Transit Revenue Service Mile Goal aims too high.
 - This policy guides the development of the 2050 SWP and the 10-Year Plan from 2024 out to 2033.
 - How does the Greenhouse gas PD 14 target relate to the statewide Greenhouse gas reduction target?
 - It's not a one to one match. CDOT does not expect the planning standard to cover the entire GHG target.
 - A clarification on the 10 year pipeline of projects was explained:
 - The 10 year plan is split into 4-year sections that guide funding, this is a very similar process to what CDOT does currently.
- CDOT is looking to use data to show changes affecting the resulting number of crashes/fatalities, and CDOT's plan is to make this information publicly available and presented on dashboards.
 - A discussion on how Colorado ranks nationwide in terms of safety.

- As of 2019, CDOT ranks low in comparison to other state DOTs.
 - The eligibility requirements for CDOT and planning partners to receive available safety program funds was discussed.
 - Basically all categories are performance measure driven.
 - These goals are all very fiscally constrained, and not aspirational in nature. In the past we had fiscally constrained and aspirational targets, this is no longer the case.
 - CDOT will continue the conversation pertaining to targets, these are the proposed targets that will be referenced in conjunction with TPR/MPO discussions pertaining to the project prioritization.
 - A question on what funding streams are the performance targets helping to direct.
 - Essentially, the budget development for asset management based on performance is underway. At least 50% of the project funds go to asset management (infrastructure improvement projects) and funds for asset management may be increasing for the future.
 - CDOT is not asking the TPRs to get this prioritization done in the next 5 months. This prioritization also does not limit the state to only doing certain types of projects.

Statewide Household Travel Survey (Informational Update) - Erik Sabina

- The idea is to get a sample of the state's household and create a travel diary and fill in blanks that are not currently available
 - CDOT has already completed surveys on companies that do trucking back in 2015 and we are examining when we will refresh that survey.
 - STAC comments stressed the need to make sure that CDOT is getting information/results from the rural areas of the state and not just urban areas.
 - Some feedback that the online mobile survey is quite confusing/difficult to understand and learn how to navigate.

Revised STAC Bylaws - Marissa Gaughan and Jamie Grim

- STAC elections of officers are planned for the next in-person STAC meeting that is scheduled for October.
- Note that the election should be moved to the May in-person STAC meeting to accommodate the fiscal year, starting with the calendar year 2026.
- STAC recommended minor revisions to STAC bylaws language pertaining to officer terms.
- There could be potential issues if people from both urban and rural areas are not willing to serve, we might want to think about how many terms are allowed and make this "strongly encouraged" vs. "mandatory".

STAC Action: Holly Williams motioned to reach out to Governor Poils to request the appointment of a District 11 Commissioner, where the seat is currently vacant. A STAC member seconded the motion. The motion passed unanimously.

- Gary Beedy agreed to draft a letter, on behalf of the STAC membership, requesting the Governor to appoint a person to fill the vacant seat for TC District 11.

Other Business

- Next STAC meeting: September 5, 2024 8:30 to 12:30 and will be virtual. The next meeting after that will be October 3rd and in-person.



Colorado Transportation Investment Office (CTIO)¹ Board of Directors Minutes

Held: Wednesday, July 10, 2024, 9:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting can be found [here](#) for six months after it was held. After that time, it will be archived.

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:

- Karen Stuart, Chair (in person)
- Joel Noble, Vice-Chair (in person)
- Nissa Erickson (remote)
- Eula Adams (in-person)
- Shelly Cook (in-person)
- Cecil Gutierrez (in-person)

Roll Call Regular Meeting

All board members, except Director Easton, were present. The meeting began at 9:00 a.m.

Public Comment

There was no public comment.

Director's Report

Piper Darlington, CTIO Director, provided the Director's Report, which included information on the following:

- Attendance at the fifth stakeholder workshop for the I-270 Project to discuss CTIO and Express Lanes as they explore options for the corridor.
- CTIO hosted 35 people from the Sacramento Area Council of Governments to learn more about Express Lanes and CTIO.

¹ 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.

Construction/Operations/Maintenance Questions

Board members and staff discussed when I-25 North Segments six, seven, and eight (Berthoud to Fort Collins) would go live.

CTIO Major Projects Manager John Gregory announced to the board that he would be leaving CTIO to take a position with CDOT Region One. CTIO leadership and board members thanked Mr. Gregory for his expertise and professionalism and wished him well in his new position.

Consent Agenda

ACTION: Upon a motion by Director Adams and second by Director Gutierrez, a vote was conducted, and Resolution #447, June 24th, 2024 minutes, was unanimously approved.

Express Lanes Safety Enforcement Program Review

Piper Darlington, CTIO Director; Tim Hoover, CDOT Communications; John Gregory, CTIO Major Projects Manager; and Kelly Brown, Chief Toll Operations Officer, presented information on the program and covered the following topics:

- Program Overview and Background
- Public Outreach and Communication
- Program by the Numbers
- Feedback Received
- Ingress and Egress Zones study
- Dispute resolution
- Next Steps

Board members and staff discussed the following topics related to the program:

- Communications and outreach efforts: We are using revenue from the program to enhance this outreach. CTIO staff confirmed that this is being prioritized.
- Entrance and exit points from the Express Lanes, challenges identified, and future improvements. CTIO board members acknowledged that the system complies with all federal and state regulations for ingress and egress zones and that the improvements are being made to reflect feedback from the public and enhance driver comfort.
- Revenue generated from the program and how it will be used for communication outreach and safety improvements were also discussed by the board and staff. CTIO staff confirmed that any revenue generated would stay on each corridor it was earned.
- CTIO staff confirmed that changes to the current program would be implemented based on the review of the program to date and include a review of business rules related to criteria/thresholds, the possibility of an initial daily maximum fine, a draft of a debt and collection policy, and exploring options for more flexibility around the parameters for a fine being waived.

Commercial Back Office Procurement Update and Process

Kelly Brown, Chief Toll Operations Officer, presented information related to the process that CTIO staff followed regarding commercial back Office Procurement, and Ms. Brown requested approval of the resolution.

Board members and staff discussed the process followed by CTIO staff and the consultant teams. CTIO board members affirmed that the process was robust and extensive and met the goals discussed almost two years ago.

ACTION: Upon a motion by Vice-Chair Noble and second by Director Gutierrez, a vote was conducted, and Resolution #448, Commercial Back Office Procurement Process, was unanimously approved.

Executive Session

CTIO Board Chair Stuart proposed a motion to convene the Board in an executive session to receive legal advice and an update on litigation against CTIO regarding toll evasion violations and to discuss proprietary and confidential commercial information concerning HPTE's solicitation for a tolling back-office service provider. Upon a motion by Vice-Chair Noble and second by Director Cook, the CTIO Board entered the Executive Session at 11:09 am. Members of the public were excused.

The executive session discussion is required to be kept confidential pursuant to Section 24-6-402(3)(b)(II).

The CTIO Board exited the Executive Session at 11:56 a.m.

Adjourn

The CTIO Board adjourned at 11:56 a.m.