

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA August 6, 2020

Call-in Number: **+1 (872) 240-3212**
 Access Code: **455-759-533**
<https://www.gotomeet.me/NFRMPO/nfrmpo-august-planning-council-meeting>
 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- June 4, 2020 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

- | | <u>Est.
Time</u> |
|--|-----------------------|
| 3) Air Pollution Control Division (APCD) (Pg. 12) (Written) | |
| 4) Regional Air Quality Council (RAQC) (Pg. 13) (Written)
Draft Serious Area Ozone SIP (Pg. 17) Mike Silverstein- RAQC Executive Director | (20 min.) 6:05 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | <u>Est.
Time</u> |
|---|----------------------|
| 5) Report of the Chair- MPO Succession Plan | (5 min.) 6:25 |
| 6) Executive Director Report
1) Colorado Regulation 7 2) Accounting Manager Update | (5 min.) 6:30 |
| 7) Finance (Pg. 31) (Written) | (5 min.) 6:35 |
| 8) TAC (Pg. 33) (Written) | |
| 9) Mobility & One Call/One Click Center Update (Pg. 34) (Written) | |
| 10) Q2 TIP Modifications (Pg. 39) (Written) | |
| 11) VanGo™ Dashboard-Q2 (Pg. 64) (Written) | |

CONSENT ITEMS:

- | | <u>Est.
Time</u> |
|--|----------------------|
| 12) CY2020 Q-2 Unaudited Financial Statements (Pg. 66) Merideth Kimsey- Accounting Manager Interim | (5 min.) 6:40 |

PRESENTATIONS:

- | | |
|---|-----------------------|
| 13) Active Transportation Plan (Pg. 81) | (10 min.) 6:45 |
| 14) Environmental Justice Plan (Pg. 91) | (10 min.) 6:55 |

DISCUSSION ITEMS:

- | | |
|---|-----------------------|
| 15) VanGo™ Program Update | (10 min.) 7:05 |
| 16) NFRMPO Safety Vision: Towards Zero Deaths (Pg. 101) | (10 min.) 7:15 |
| 17) MPO Boundary Discussion | (10 min.) 7:25 |

COUNCIL REPORTS:

- | | |
|---------------------------------------|----------------------|
| Transportation Commission | (5 min.) 7:35 |
| CDOT R4 Update | |
| I-25 Coalition | |
| US 34 Coalition | |
| STAC (May, June & July) (Pg. 107) | |
| Host Council Member Report | |
| Next Month's Agenda Topic Suggestions | |

MEETING WRAP UP:

- | | |
|---------------------------------------|----------------------|
| Next Month's Agenda Topic Suggestions | (5 min.) 7:40 |
| | 7:45 |

NEXT MPO COUNCIL MEETING: September 3, 2020- TBD



MPO Planning Council

City of Loveland

Dave Clark, Councilmember- Chair

Alternate- Steve Olson, Councilmember

Town of Severance

Donald McLeod, Mayor- Vice Chair

Alternate- Frank Baszler, Trustee

Larimer County

Tom Donnelly, Commissioner - Past Chair

Alternate- Steve Johnson- Commissioner

Town of Berthoud

William Karspeck, Mayor

Alternate- Maureen Dower, Mayor Pro Tem

Town of Eaton

Lanie Isbell, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor Pro Tem

Alternate- Brian Rudy, Mayor

City of Fort Collins

Kristin Stephens, Mayor Pro Tem

Alternate- Wade Troxell, Mayor

Town of Garden City

Fil Archuleta, Mayor

Alternate- Alex Lopez, Councilmember

City of Greeley

Brett Payton, Councilmember

Alternate- John Gates, Mayor

Town of Johnstown

Troy Mellon, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Alternate-

Town of Milliken

Elizabeth Austin, Mayor

Town of Timnath

Lisa Laake, Trustee

Weld County

Kevin Ross, Commissioner

Alternate- Steve Moreno, Commissioner

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Acting 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
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)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

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

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

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

**June 4, 2020
Virtual Meeting**

Voting Members Present:

Dave Clark- CHAIR	-Loveland
William Karspeck	-Berthoud
Lanie Isbell	-Eaton
Wade Troxell	-Fort Collins
Brett Payton	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Don McLeod	-Severance
Kevin Ross	-Weld County
Paul Rennemeyer	-Windsor
Kathleen Bracke	-Transportation Commission

Voting Members Absent:

Dena Wojtach	-CDPHE
Mark Clark	-Evans
Fil Archuleta	-Garden City
Paula Cochran	-LaSalle
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; Lisa Gagliardi, Accounting Manager; Alex Gordon, Mobility Coordinator/Transportation Planner II; and Medora Bornhoft, Transportation Planner II.

In Attendance:

Dawn Anderson, Jeff Bailey, Frank Basler, Dan Betts, Chad Crager, Maureen Dower, Jim Eussen, Jamie Grim, Butch Hause, Omar Herrera, Myron Hora, Wayne Howard, Will Jones, Rick Kaufman, Josie Langhorst, Shoshana Lew, Dan Mattson, Mitch Nelson, Heather Paddock, John Putnam, Randy Ready, Karen Schneiders, Eric Tracy, and Robin Stoneman.

Chair Clark called the MPO Council meeting to order at 6:02 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Donnelly **moved** to approve the June 4, 2020 Meeting Agenda as Submitted. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Donnelly **moved** to approve the May 7, 2020 Council Meeting Minutes as submitted. The motion was **seconded** and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Clark opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written report was provided.

Greenhouse Gas Roadmap

John Putnam, CDPHE Environmental Programs Director provided the *Council with the Colorado Roadmap to Greenhouse Gas Reductions* presentation, explaining the Greenhouse Gas Roadmap

was a statewide effort created in response to the passing of HB 19-1261 which required a statewide reduction in emissions of 26% by 2025; 50% by 2030; and 90% by 2050. APCD along with several other agencies have hired a nationwide consultant to create a program and help navigate the process which will enable the State to comply with the statute. The Roadmap shows the trajectory the process will take without additional policy or investment. Transportation emission reductions required are second only to the electricity sector, third is Agriculture, Waste, and Coal Mine Methane. State Agencies will lead public engagement efforts and public meetings through the spring and summer. The final GHG Roadmap is due to the Air Quality Control Commission September 30, 2020.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Clark opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair Clark asked for COVID-19 updates from Larimer and Weld Counties. Larimer County Commissioner, Tom Donnelly reported Larimer County was successful in getting a State waiver which allows for dining in restaurants, gatherings up to 50 people, religious services and others to now take place in person with the requirement of wearing a mask and/or other protocols chosen by the establishment. The County continues to work towards restarting youth sports, and opening health clubs, and wedding venues. Additional funds through the State of Colorado may be used to assist businesses with expenses such as providing expanded outdoor space for outside dining. Donnelly feels Larimer County has done a good job controlling the spread of COVID-19. The higher percentage of deaths has been people over 75. The County is working hard to safeguard these older citizens, while also balancing public safety and the economic wellbeing of all its residents.

Weld County Commissioner, Kevin Ross reported Weld County is relying on their municipalities to set precautions. There will be a meeting June 5th to discuss the allocation of CARES funding to local businesses in Weld County. They are working diligently with leadership on both sides of the isle to delay property taxes to the County until October, if desired. The County is also prepared to backfill districts with a shortfall. A COVID-19 testing program is being set up to test 10% of the Weld County's population to get a snapshot of where they stand.

Executive Director Report:

Director Mallette reported on the following:

- The Legislative session was suspended but has now gone back into session. The MPO will resume monitoring the bills, many of those being tracked have been killed. HB20 -1151 which allows TPR's to obtain the powers of a regional transportation authority, has not been taken up since March, and is still on the table. HB20 -1376 to postpone the Bonding Ballot Question for Transportation until 2021 rather than holding it in the fall.
- 2020 Executive Goals and review of the U.S. DOT Transportation Planning Process Briefing Book's six core functions
- Transportation Reauthorization Proposal Review
- Conflict of Interest forms- Council Members were reminded to sign the annual Conflict of Interest form sent via email. Electronic signatures and email responses as signature replacements may be emailed to SMallette@nfrmpo.org or RSteffen@nfrmpo.org.
- MPO staff will continue to work remotely and MPO meetings will continue to be held virtually through August.
- AmeriCorps VISTA Mobility Volunteer, Sophia Maez will be at the MPO June 12th through the end of the year assisting with One Call/One Click and other projects.

FINANCE:

A written report was provided. Lisa Gagliardi, Finance Manager, briefly reviewed the report with the Council.

TAC:

A written report was provided.

Mobility:

A written report was provided.

Consent Agenda:

Donnelly **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously.

The Consent Agenda included the following three items:

- CY2020 Q-1 Unaudited Financial Statements
- FY2020 UPWP Budget Amendment #3- Resolution 2020-15
- FY2020-2021 UPWP with FY2021 Budget- Resolution 2020-16

Action Item:

May 2020 TIP Amendment

Medora Bornhoft, Transportation Planner II, explained the revisions to the May 2020 TIP Amendment which came in during public comment from CDOT staff, stating the Easter Seals' Vehicle Replacement projects was lowered by \$2000. Bornhoft reviewed the other six requests for adding projects to the May 2020 TIP. Council action is contingent on no additional public comment being submitted from June 4, 2020 through June 11, 2020.

Donnelly **moved** to *APPROVE RESOLUTION 2020-17 APPROVING THE MAY 2020 TIP AMENDMENT*. The motion was **seconded** and **passed** unanimously.

Presentations:

Estimating the Impact of COVID-19 on Local Transportation Revenues

Bornhoft explained how MPO staff compiled the impacts on revenue for transportation due to COVID-19, and shared a regional picture of that impact. The estimate was evaluated in a range of low to high or approximately \$15M to \$45M. Transit was omitted from this estimated impact due to expected funds through the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. These estimates were provided to the Transportation Recovery Working Group. Council was asked to provide feedback on the estimates provided.

Transportation Commission Funding

Heather Paddock, CDOT R4 Transportation Director, presented *Smart Planning- Strategic Investing-Strong Project Management* to the Council which outlined how the COVID-19 pandemic has caused an immense reduction in transportation revenues, including a loss in gas tax and managed lane revenues and general fund dollars with an anticipated unfunded program that could exceed \$1.2 billion over the next three years. She explained CDOT is hoping for the best but planning for the worst. CDOT is pursuing a low-interest TIFIA Loan Agreement package for the completion of North I-25 segments 2-8. Funding identified on North I-25 segments 7 & 8 future years (3rd and 4th) will be redistributed to projects in regions 1, 2 and 3.

Shoshana Lew, CDOT Executive Director, said CDOT is dedicated to the Statewide Transportation Plan and North I-25. She believes this 7-12-month loan process is worth carrying out to secure funds to complete the corridor, adding the low-risk loan is not very competitive and believed it could move quickly. Even with the possibility of needing to backfill other project's funds, she said it was justifiable with the current low rates. There is a meeting in mid-June to discuss the process further.

Discussion Items:

Transportation Recovery Workgroup Update

Mallette explained she was a member of Transportation Recovery Workgroup which is supplying information into the larger statewide effort titled the Governor's Council on Economic Stabilization and Growth (CESG). She then briefly reviewed the five areas of change from the May 2020 *Colorado Ready: The Role of Transportation in Colorado's Economic Recovery*, noting these are guidelines the Workgroup is focusing on to support economic recovery through infrastructure investments. Mallette highlighted that part of Advocating for Federal Funding to Stimulate the Economy included the elimination of state and local match requirements for all federal stimulus funding, allowing the money to be used toward much needed projects.

NFRMPO Boundary Focus Group

Jamie Grim, CDOT Government Liaison, explained the CDOT Boundary Designation Guidebook would provide the legal requirements (State and Federal) involved in the process of establishing or modifying MPO and TPR boundaries. The Guidebook is being prepared internally at CDOT and should be ready for release by the end of June. She also stated there would no longer be a consultant portion as the project would be completed through her department to help reduce cost.

Council Reports:

Transportation Commission Report

Bracke reported on the following:

- The Transportation Commission approved a resolution (a copy was provided) for \$4.1M in MMOF grants so that CDOT can partner with local communities to repurpose public streets, including state highways, to implement pilot projects to support biking, walking, and outdoor dining/retail in response to COVID19 community impacts. She requested the application process for these “quick win” projects be streamlined and that there be a flexibility with local match funding, that the amount be low when required, and that it inspire in-kind services as well. Bracke suggested innovative types of partnerships may be formed and encourage all communities to consider applying. More information will be posted on the CDOT website.
- A 60-day review period was approved for the Statewide Transportation Plan, adding an additional 30 days.

CDOT R4 Update

A Project Status Update was provided for June 2020. Paddock reported the following:

- Progress continues daily on I-25, even with increasing traffic volumes.
- LCR 20 Bridge and the frontage road at Ronald Reagan and SH 402 are both expected to be open by August, before school starts.
- Pegging at Crossroads and SH 392 is complete.
- There has been a good amount of progress at Prospect Road.
- There are still negotiations to get I-25 sections 7 & 8 to the full EIS alignment.
- Section 6 (SH 56 to SH 402) will have a couple construction packages in the fall. There may be pricing negotiations needed once COVID-19 ramifications are known.

Karen Schneiders, CDOT R 4, reported new cable rails will be installed as part of a safety project to reduce crossover accidents north of SH 14.

I-25 Coalition

Clark reported there was discussion regarding acquiring full funding for I-25 Segment 6 from SH 402 to SH 56, including the Johnstown interchange.

STAC Report

Written reports for April and May were provided.

Host Council Member Report-

Paul Rennemeyer, Mayor of Windsor, said he looked forward to the time Council could meet in Windsor, and in person. He then reported on the following Town of Windsor transportation projects:

- Windsor’s Transportation Master Plan, an 18-month process, was adopted March 23rd.
- The construction plan for the widening of LCR 5 (Fairgrounds) and SH 392 has gone to CDOT for construction beginning this year.
- The City is working with CDOT on, a utility relocation, and design, workflow, and right-of-way acquisition at SH 257 and Eastman Park Drive. They did receive a \$1M Grant to fix buckled asphalt in that area.
- SH 392 at WCR 13 (Colorado Blvd.) intersection is getting overhauled, including new north bound and south bound turn lane.
- Windsor has two “Quick Win” projects 1) Study and design for a new intersection at 7th Street and SH 392 and the 7th Street MPO multimodal corridor improvement design project with a pedestrian crossing and different modes of travel included in the scope.

Meeting Wrap-Up:

Next Month’s Agenda Topic Suggestions:

There were no suggestions.

The meeting was adjourned at approximately 7:42 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff



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

Monthly Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
August 6, 2020

Air Pollution Control Division (Division) Updates:

- During ozone season the Division maintains an ozone summary table including recorded 1st - 5th maximum levels, dates, and averages. The ozone summary table is available at the following url:
https://www.colorado.gov/airquality/html_resources/ozone_summary_table.pdf.
- On June 30, 2020, Governor Polis signed into law SB20-204, enhancing the Division's ability to improve air quality and protect public health and the environment. The law creates a new Air Quality Enterprise to fund air quality research, including monitoring, modeling, and other assessments.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and daily Front Range ozone forecasts. For additional information and to subscribe to an email list, please visit:
https://www.colorado.gov/airquality/request_alerts.aspx.

July 16, 2020 Air Quality Control Commission (Commission) Greenhouse Gas (GHG) Subcommittee Meeting:

- In response to the COVID-19 pandemic, all Commission meetings, prehearing conferences, and status conferences will be held as remote meetings only. This will continue until further notice. Additional information and updates will be posted on www.colorado.gov/pacific/cdphe/aqcc.
- The meeting included discussion of transportation and building/structure sector-based GHG mitigation strategies and prioritization. The Commission discussed a tentative goal to consider transportation-related strategies by July 2021.

Upcoming August 20, 2020 Commission Meeting:

- The August 20, 2020 Commission meeting includes the following agenda items:
 - The Division will request that the Commission set a hearing to consider revisions to the Regional Haze SIP and Regulation Number 3 related to the control of NO_x, SO₂, and PM emissions from Reasonable Progress sources identified as impacting Class I areas in Colorado.
 - The Division will brief the Commission on efforts to understand emissions from the cannabis sector in Colorado, including development of best management

- practices, of a benchmarking tool, and development and implementation of an emissions study.
- Review of the Martin Drake Power Plant Title V response to comments and final Title V permit.
 - The Pneumatics Task Force will present its recommendations to the Commission in response to the Commission's 2017 directives related pneumatic controllers in the Denver Metro/North Front Range Ozone Nonattainment Area.
- Meeting materials for previous and future meetings are available at www.colorado.gov/pacific/cdphe/aqcc.



Date: July 23, 2020

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

The RAQC staff and its partners at the Air Pollution Control Division have completed the development of the serious area ozone State Implementation Plan for EPA’s 2008 Ozone National Ambient Air Quality Standard of 75 parts per billion. The draft plan, which will be presented for endorsement to the RAQC Board at its August 7 monthly meeting, contains administrative, technical and regulatory elements that demonstrate compliance with EPA’s SIP development requirements. This is the good news.

The bad news: actual ozone monitoring concentrations measured so far in 2020 show that one monitoring site at Golden’s National Renewable Energy Laboratory (NREL) recorded too many values in excess of the standard, and that two monitoring sites (NREL and Chatfield in Douglas in County) present violations of the standard for the 2018-2020 period (see below). All other monitoring sites are measuring ozone concentrations at or below the 75 ppb standard (to date).

4th High 8 Hour Average Ozone Concentrations					
Monitor	2016	2017	2018	2019	2020
Chatfield State Park	78	74	83	78	69
NREL	83	74	80	75	78
Rocky Flats	79	75	81	72	72
Fort Collins - West	76	75	81	71	70
Highland	72	72	77	73	65
Boulder Reservoir		73	77	69	69
Welch	75	75	66	72	64
Greeley - Weld Tower	67	74	72	65	66
Rocky Mtn. Nat'l Park	69	67	74	65	63
Aurora East	66	69	72	66	64
CAMP	70	67	71	67	62

3-Year Average Design Value		
2016-2018	2017-2019	2018-2020
78	78	76
79	76	77
78	76	75
77	75	74
73	74	71
75	73	71
72	71	67
71	70	67
70	68	67
69	69	67
69	68	66

La Casa	69	69	72	65	67	70	68	68
Fort Collins - CSU	70	66	72	64	62	69	67	66
Welby	66	68	69	60	61	67	65	63
Blackhawk				69	72		69	70

Although this 2020 data is preliminary, preliminary values historically have been confirmed due to the robust nature of the State’s monitoring program. And the high ozone season is not yet over; we could experience additional exceedances of the 75 ppb at these and other monitors through September.

Because the plan contains much more than the attainment demonstration (which EPA likely cannot approve), the RAQC will proceed with its consideration of the draft plan. A presentation of the draft plan will be provided to the NFRMPO at it August 6 meeting.

The completed SIP and technical support information can be found on the RAQC’s website. The Board will be taking public comment during the August 7 monthly meeting.

<https://raqc.org/sip/ozone-2008-8-hour-standard/>

Control Strategy Committee and Work Groups

The Committee met on May 20 and discussed the work plans for the three Work Groups - Employer-Based Trip Reduction Programs, Vehicle I/M and Fuels Formulations, and Clean Air Fund. The three Work Groups are focusing attention to voluntary measures for immediate implementation:

- enhanced outreach to employers to encourage employee/business vehicle trip reductions, highlighting teleworking;
- outreach to diesel vehicle fleets to encourage enhanced maintenance activities designed to reduce emissions; and
- effective fundraising approaches to sustain and expand the RAQC's outreach and incentive programs.

The Work Groups will later this year focus on legislative and mandatory approaches to achieve emissions reductions, including:

- developing a legislative fee proposal to support direct program implementation and innovative program;
- developing regulatory approaches to reduce vehicle emissions through inspection and maintenance (I/M) and fuels formulations; and
- developing regulatory approaches for mandatory employer-based trip reduction programs

Stakeholders and the public are invited to participate in Work Group activities, and all materials can be found at: <https://raqc.org/control-strategy-committee-information/>

DRAFT SERIOUS AREA OZONE SIP

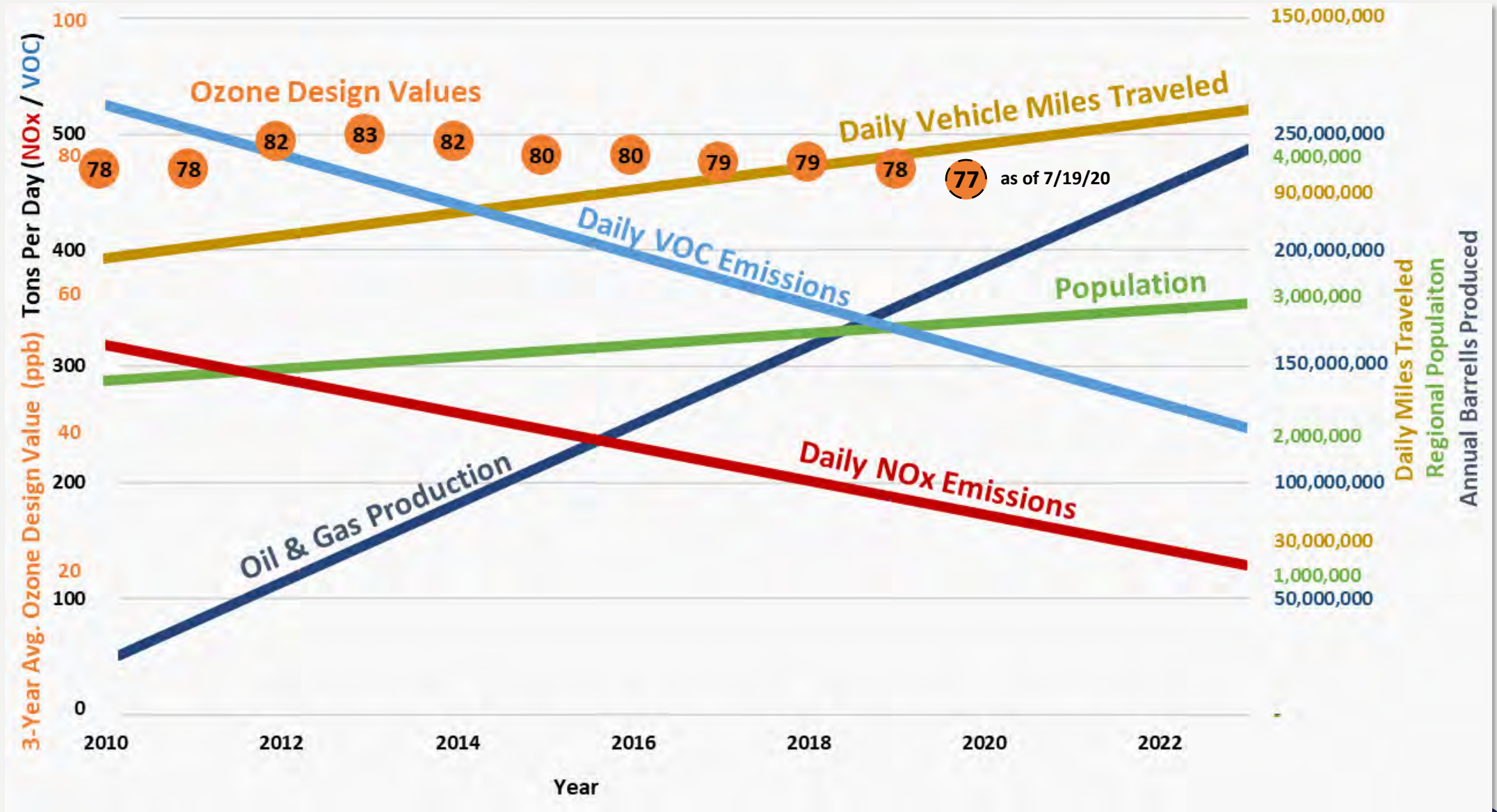
NFRMPO MEETING
AUGUST 6, 2020

MIKE SILVERSTEIN
EXECUTIVE DIRECTOR





REGIONAL TRENDS (2010-2023)





4th High 8 Hour Average Ozone Concentrations					
Monitor	2016	2017	2018	2019	2020
Chatfield State Park	78	74	83	78	69
NREL	83	74	80	75	78
Rocky Flats	79	75	81	72	72
Fort Collins - West	76	75	81	71	70
Highland	72	72	77	73	65
Boulder Reservoir		73	77	69	69
Welch	75	75	66	72	64
Greeley - Weld Tower	67	74	72	65	66
Rocky Mtn. Nat'l Park	69	67	74	65	63
Aurora East	66	69	72	66	64
CAMP	70	67	71	67	62
La Casa	69	69	72	65	67
Fort Collins - CSU	70	66	72	64	62
Welby	66	68	69	60	61
Blackhawk				69	72

3-Year Average Design Value		
2016-2018	2017-2019	2018-2020
78	78	76
79	76	77
78	76	75
77	75	74
73	74	71
75	73	71
72	71	67
71	70	67
70	68	67
69	69	67
69	68	66
70	68	68
69	67	66
67	65	63
	69	70





NUMEROUS EMISSIONS CONTROL PROGRAMS ALREADY IN PLACE

- **New vehicle emission standards**
- **Inspection and maintenance program**
- **Gasoline and diesel fuel standards and requirements**
- **National small engine, non-road and off-road limits**
- **Industrial source permitting and emission controls**
- **Numerous standards for commercial solvents/paints/coatings supplies and use**
- **Architectural and industrial maintenance coatings and consumer products**
- **Oil and gas industry regulations**
- **Transportation planning and transit**
- **Public education and outreach**

SERIOUS SIP ELEMENTS

- **Ozone Monitoring (Ch. 2)**
- **2017 Base Year Emissions Inventory (Ch. 3)**
- **2020 Future Year Emissions Inventory and Reasonable Further Progress (RFP) Demonstration (Ch. 4)**
- **Attainment Demonstration And Weight of Evidence Analysis (Ch. 5)**
- **Reasonably Available Control Technology (RACT) for existing sources (Ch. 6)**
- **Reasonably Available Control Measures (RACM) Analysis (Ch. 7)**
- **Motor Vehicle Inspection and Maintenance (I/M) Program (Ch. 8)**
- **Nonattainment New Source Review (NSR) for new sources (Ch. 9)**
- **Contingency Measures Plan (Ch. 10)**
- **Motor Vehicle Emissions Budgets (MVEB) (Ch. 11)**
- **Clean Fuel Fleet Program (Ch. 12)**





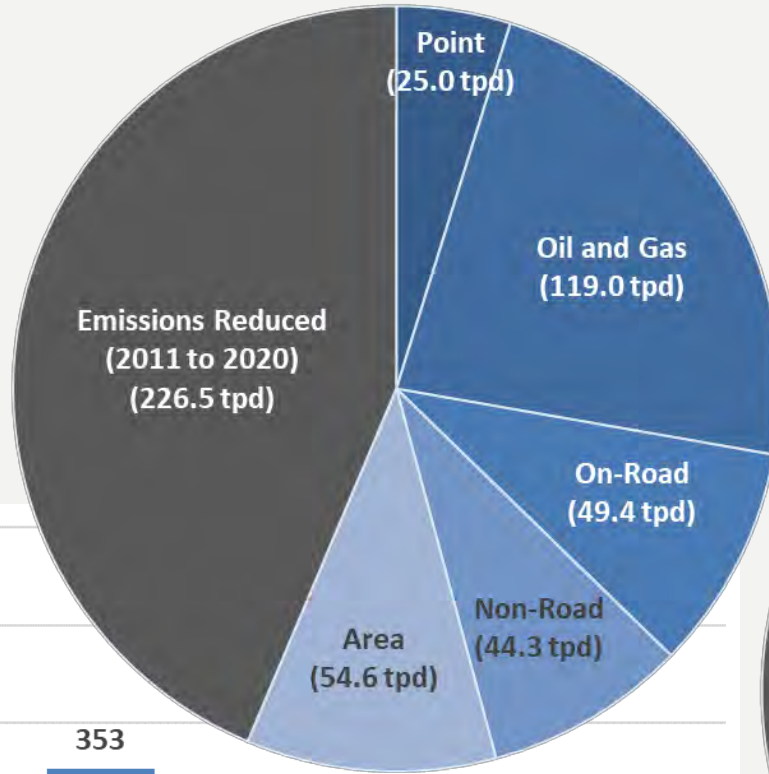
2017 AND 2020 VOC AND NOX EMISSIONS INVENTORIES

- 2017 Base Year Inventory:
 - Originally submitted to EPA as part of the Moderate SIP in May 2017
 - Inventory was updated as part of Serious SIP development to reflect new calculation methodologies, actual instead of projected data, and updated modeling platforms
- 2020 Attainment Year Inventory
 - Emission based on projected growth
 - Incorporates both current and on the way federal and state control programs
- Uses of Inventories
 - Input for photochemical modeling as part of attainment demonstration
 - Reasonable Further Progress plan
 - Set Motor Vehicle Emissions Budgets
 - Assess Contingency Measures

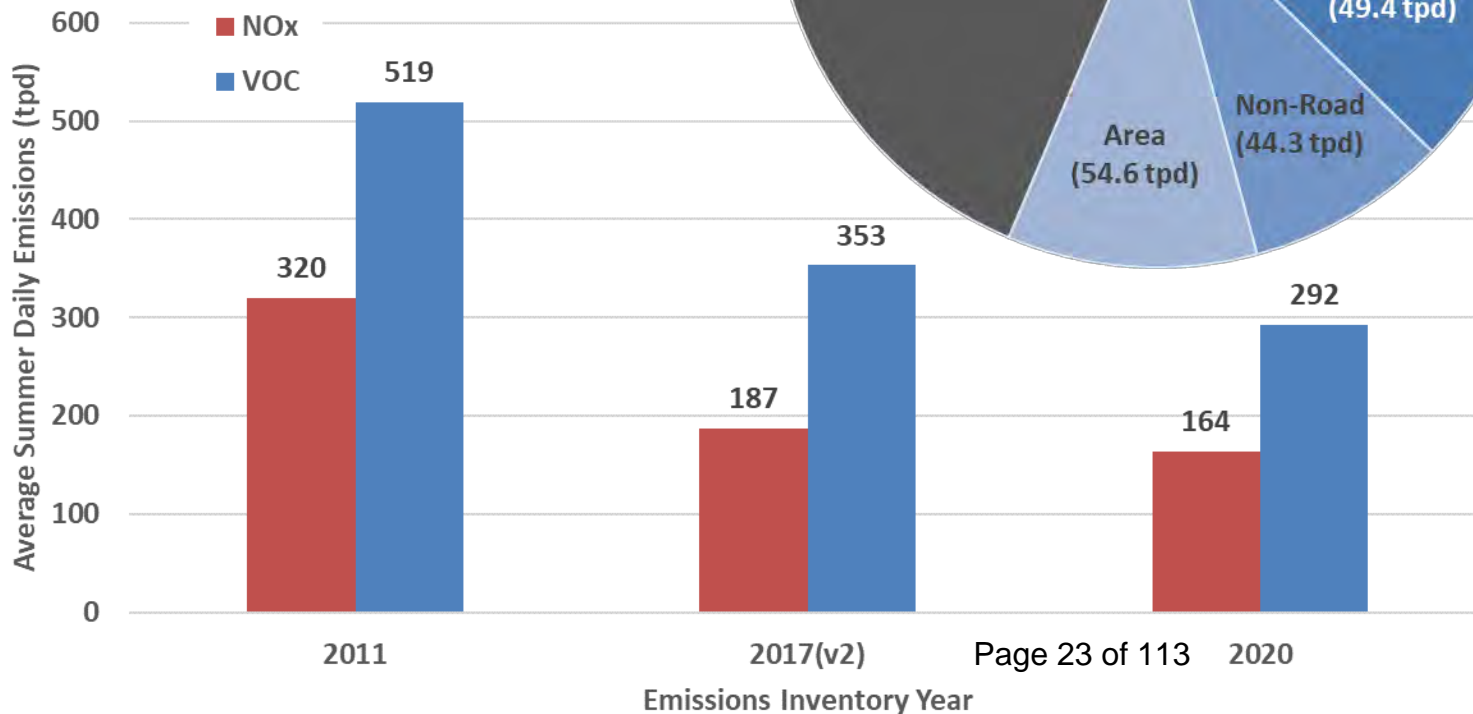
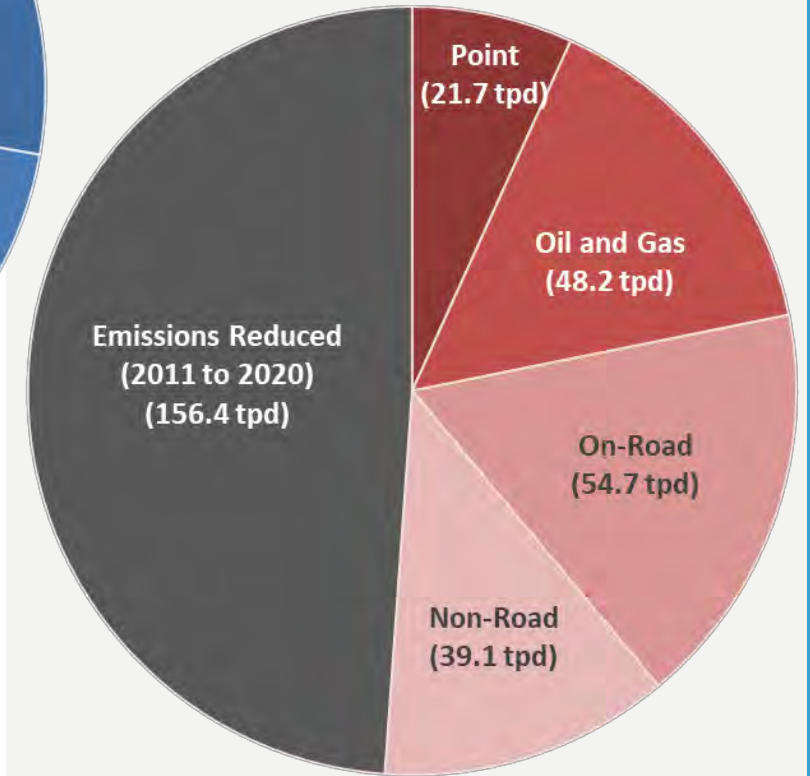


REDUCTIONS FROM BASE YEAR INVENTORY

2020 VOC = 292.3 tpd

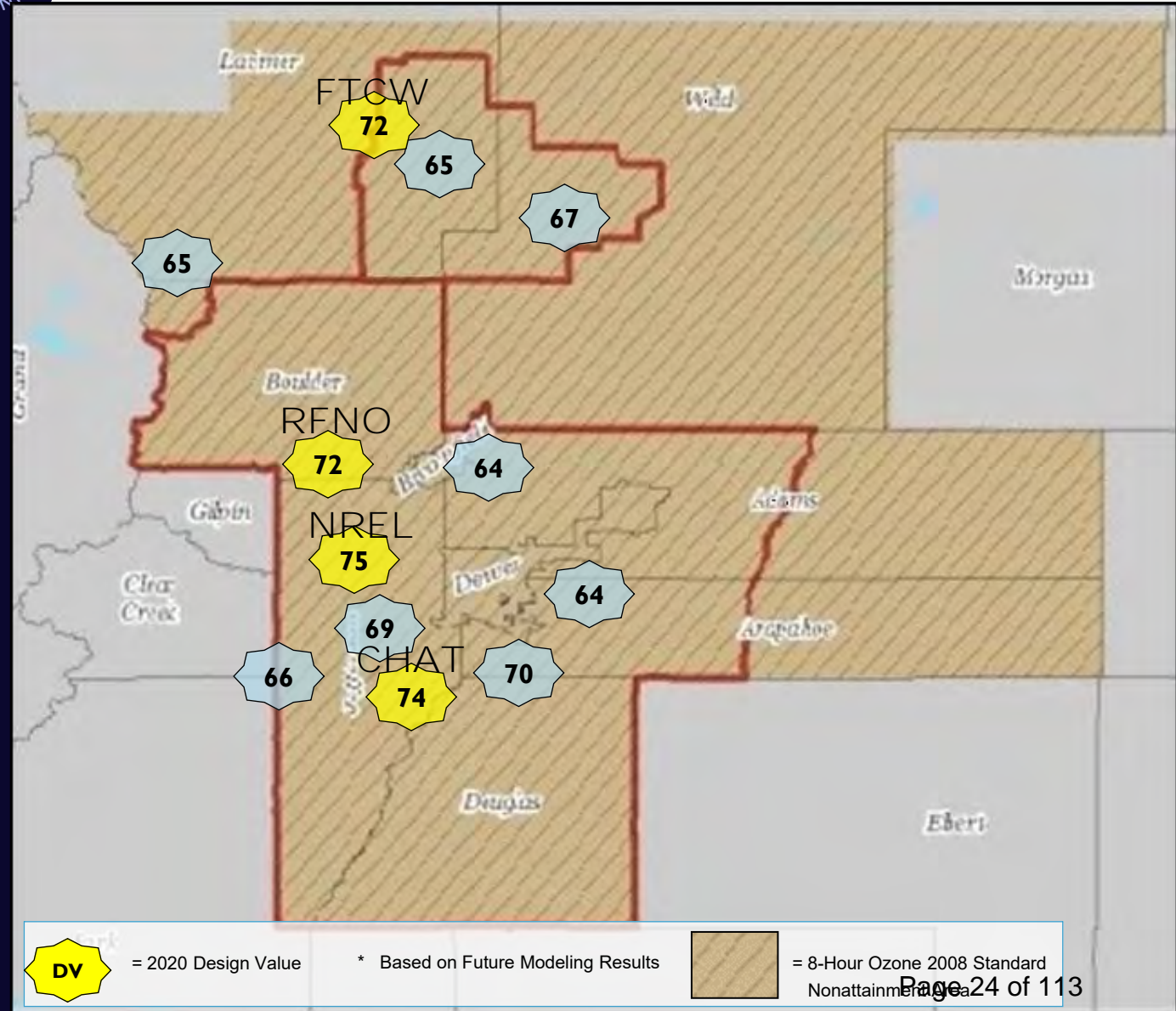


2020 NOx = 163.7 tpd





2020 MODELED ATTAINMENT DEMONSTRATION



Monitor	2020 S10 3x3 Design Value (ppb)
Chatfield	74.4
Rocky Flats North	72.7
NREL	75.9
Fort Collins West	72.0
Welby	64.4
Highlands	70.6
Aurora East	65.3
Welch	69.7
Aspen Park	66.3
Rocky Mountain NP	65.7
Fort Collins CSU	65.7
Greeley/Weld Twr	67.0





MOTOR VEHICLE EMISSIONS BUDGETS

- Motor Vehicle Emissions Budgets (MVEB) are the total allowable emissions, as defined in a submitted or approved SIP, allocated to highway and transit vehicle use for the purpose of attaining the National Ambient Air Quality Standards (NAAQS)
- MVEBs are required for Transportation Conformity to:
 - Ensure federally funded or approved highway and transit activities “conform to” the purpose of the SIP (i.e. do not exceed the allowable emissions budget)
- Current budgets for nitrogen oxides (NO_x) and volatile organic compounds (VOC) for the 2008 Ozone NAAQS were established in 2016 and found adequate by EPA in 2018.



MVEB SUBREGIONS

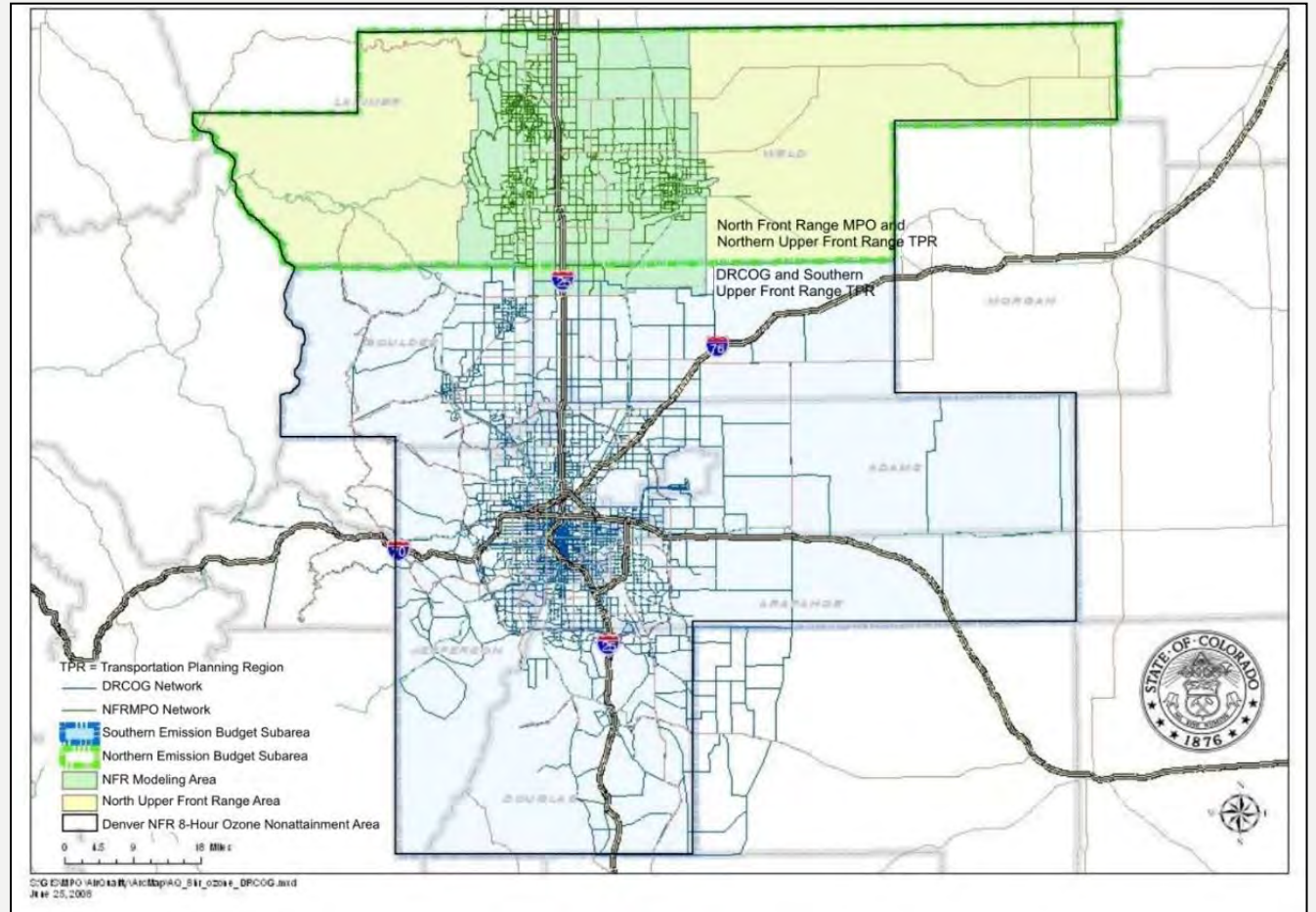
Both a regional and two subregional budgets are set for the two metropolitan planning areas within the ozone nonattainment area:

Northern Subregion

North Front Range Metropolitan Planning Organization (NFRMPO) planning area and northern portion of Upper Front Range Transportation Planning Region (TPR)

Southern Subregion

Denver Regional Council of Governments (DRCOG) planning area and southern portion of Upper Front Range TRP





SETTING OF NEW BUDGETS

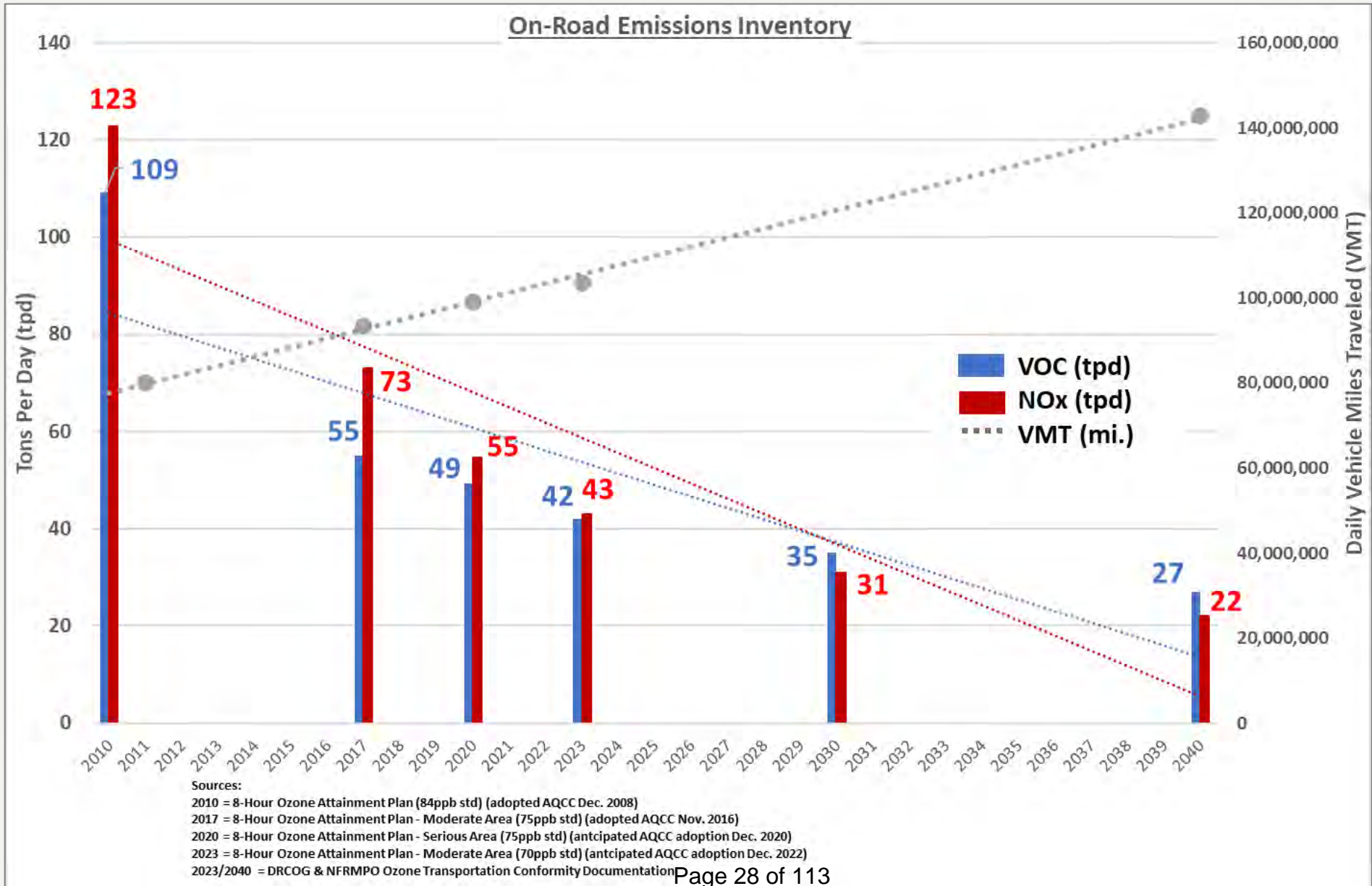
- New, updated budgets are being set as part of the Serious SIP revision
- Based on 2020 mobile source emissions inventory
- Will be in effect for:
 - 2008 (75 ppb) Ozone NAAQS
 - 2015 (70 ppb) Ozone NAAQS
- Will be effective upon EPA’s finding of adequacy or approval
 - Estimated mid to late 2021

Motor Vehicle Emissions Budgets	2020	
	VOC (tpd)	NO _x (tpd)
Northern Subarea Budget <i>(NFRMPO & UFR TPR Subarea)</i>	8.2	9.7
Southern Subarea Budget <i>(DRCOG & UFR TPR Subarea)</i>	41.2	45.0
Total Nonattainment Area Budget <i>(Entire Nonattainment Area)</i>	49.4	54.7

* MVEB and subsequent conformity analyses are expressed as whole numbers.



MVEB NOX AND VOC TRENDS





SERIOUS SIP SCHEDULE: REVIEW AND APPROVAL

Action	Date
RAQC Board Review of SIP Chapters	Jan. –June 2020
DRAFT Proposed SIP to RAQC Board + Public Comment	July 10, 2020
FINAL Proposed SIP to RAQC Board for Endorsement	August 7, 2020
AQCC SIP Public Comment and Rulemaking Process	Sept. – Dec. 2020
Request for Rulemaking Hearing	Sept. 17, 2020
AQCC Rulemaking Hearing and SIP Approval	Dec. 16-18, 2020
Colorado Legislative Review of SIP Regulations	Jan. 2021
Serious SIP Submittal to EPA	Feb. 2021



QUESTIONS & COMMENT

BoardMtgComments@raqc.org

FINANCE COMMITTEE REPORT

- Finance Committee met on July 19, 2019
- The committee reviewed the 2nd Quarter Unaudited Financial Statements.
 - The committee recommends Council accept the 2nd Quarter Unaudited Financial Statements.
- The committee was updated on the status of the VanGo™ program and a discussion was held regarding the direction of the program going forward.

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

July 16, 2020
9:00 a.m.
GoToMeeting

Members Present

Don McLeod
Paul Rennemeyer
Kevin Ross
Kristin Stephens

Staff Present

Suzette Mallette
Merideth Kimsey

The meeting was called to order by Chair McLeod at 9:00 a.m.

Approval of Minutes:

The minutes of the June 18, 2020 meeting were accepted.

2nd Quarter Unaudited Financial Statements:

The 2nd Quarter Financial Statements were reviewed. The Statement of Net Position and Statement of Revenues, Expenditures & Changes in Fund Balance for the MPO were reviewed. While reviewing the Statement of Revenues, Expenditures & Changes in Fund Balance, staff noted large budget variances were flagged and explained in the accompany footnotes.

The committee also reviewed the Statement of Net Assets and Statement of Revenue, Expenditures and Changes in Fund Balance for VanGo™. Once again it was noted that explanations for large budget variances were included in the footnotes.

The committee reviewed in more detail consultant and professional costs.

The Statement of Federal Expenditures was reviewed. This statement identifies the sources of federal expenditures grouping the sources by federal clusters. All the MPO's funding is currently passed through the Colorado Department of Transportation.

The Cash and Investment Institution Listing was reviewed noting a total of \$5,134,367 of investments. These are split \$ 535,699 to the MPO and \$4,598,668 to VanGo™. It was noted \$3,026,102 of VanGo™ funds remained after allocating required operating and capital reserves for the program as well as the funds reserved to match MMOF funds.

The committee recommends Council accept the 2nd Quarter Unaudited Financial Statements.

VanGo™ Updates:

Mallette updated the committee on the status of VanGo™ and shared the results of a survey that was sent to existing VanGo™ customers. The results showed the majority of vanpoolers expecting to return to the program with in the next six months. The future of the program and the possible need to adapt to changing work habits was also discussed. Mallette also noted that in the coming months a budget amendment may be necessary due to the unlikelihood of implementing the budgeted fare increase for 2021.

The meeting was adjourned at 9:35 a.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
July 15, 2020**

APPROVAL OF THE MAY 20, 2020 TAC MINUTES

Klockeman moved to approve the May 20, 2020 TAC minutes. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

CDOT COVID-19 Response Funding Opportunities – Dusil explained the two grants CDOT created in response to COVID-19. Revitalizing Main Streets grants are for repurposing streets for biking and walking, sidewalk conversion and expansion, one-way street conversions facilitating additional pedestrian space, and other similar project types. The grant requires a 10 percent local match. The CanDo Community Telework Program provides microgrants to local governments and nonprofits to promote teleworking and other active and socially-distant transportation options. Local match is not required but is encouraged. Applications for both grant programs are reviewed on a rolling basis, and Dusil recommended applying early.

DISCUSSION

NoCo Bike & Ped Collaborative Future Call for Projects Recommendations – Guthrie introduced a memo approved by NoCo recommending changes to the NFRMPO Call for Projects process to increase the competitiveness of non-single occupancy vehicle (SOV) projects and align funding priorities with the region’s goals. The key recommendation is to establish a competitive Bicycle & Pedestrian Project Percentages Allocation Program set-aside made up of 100 percent of the region’s Transportation Alternatives (TA) funds, five to 12 percent of Congestion Mitigation & Air Quality (CMAQ) funds, and five percent of Surface Transportation Block Grant (STBG) funds. Guthrie noted NoCo’s recommendation is allowable per the federal requirements for each funding source.

NFRMPO Local Match Assistance Process – Bornhoft reviewed strategies available to assist communities unable to provide their local match for approved projects due to COVID-19-related revenue losses. NFRMPO staff is proposing to process requests for assistance using existing NFRMPO procedures for TIP Amendments, TIP Modifications, and additional allocations rather than establishing a new process. TAC is scheduled to act on the proposal at their August meeting.

NFRMPO Safety Vision: Towards Zero Deaths Policy Discussion – Cunningham noted the policy’s name was updated to better align with CDOT’s 2020-2023 Strategic Transportation Safety Plan (STSP) and to differentiate the policy from the federally required safety performance measures and the region’s Goals, Objectives, Performance Measures, and Targets (GOPMT) identified in the 2045 Regional Transportation Plan (RTP). Klockeman asked to ensure the policies are written to highlight what communities are already doing and that these policies build on those efforts. Cunningham noted this will be added as a preface.

NFRMPO Environmental Justice (EJ) Plan – Gordon presented the planning efforts for the Environmental Justice (EJ) Plan, including the anticipated timeline for creating and adopting the Plan, the goals of the Plan, and stakeholders currently engaged in the planning process. Gordon invited recommendations on topics to cover in the Plan and agencies to include in the planning process. An EJ survey is available in English and Spanish.

NFRMPO Active Transportation Plan (ATP) – Dusil presented the planning efforts for the Active Transportation Plan (ATP), which will update the 2016 Non-Motorized Plan. A steering committee has been created to guide the planning process and a public survey is being developed. Dusil noted the themes from outreach completed to date include equity; aligning local and regional priorities; segment-level analysis of Regional Active Transportation Corridors (RATCs); focus on youth, older adults, and individuals with disabilities; emerging micromobility solutions; funding outlook and strategies; and guidance on infrastructure standards, regional wayfinding elements, and best practices for policies and programs.



MOBILITY COORDINATION

SUMMMER 2020 NEWSLETTER

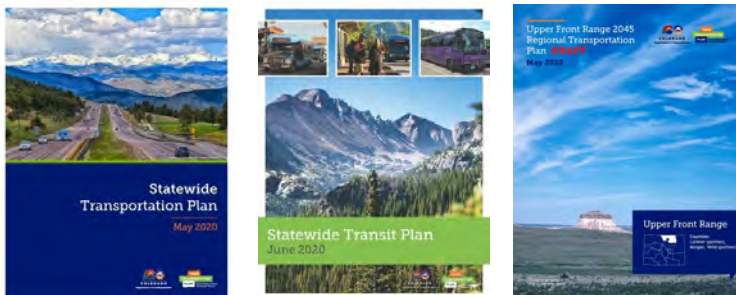
CDOT releases Statewide Transportation Plans for comment



The Colorado Department of Transportation (CDOT) has released Regional Transit Plans and Regional Transportation Plans for the Transportation Planning Regions (TPRs) across the State, as well as the [Statewide Transportation Plan](#) and [Statewide Transit Plan](#). Similar to the [Regional Transportation Plan](#), [Regional Transit Element](#), and [Coordinated Public Transit/Human Services Transportation Plan](#) adopted by the NFRMPO, these statewide plans identify short- and long-term projects, strategies, and investments to keep Coloradans moving. Portions of Larimer and Weld counties are also part of the Upper Front Range TPR.

As part of the [Statewide Transportation Plan](#), CDOT undertook the 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities. The survey identified potential barriers and difficulties to finding transportation. According to the survey, respondents in the North Front Range MPO area showed improvements in never having trouble getting to a needed destination. A further investigation of the feedback from this survey is described in the [Statewide Transit Plan](#).

To provide feedback or to access the documents, visit the CDOT website at <https://www.codot.gov/programs/your-transportation-priorities>. Comments will be accepted through July 30, 2020.



Welcome Sophia!

In partnership with CDOT and the Downtown Colorado, Inc., the NFRMPO has a new AmeriCorps VISTA through December 2020. Sophia will be assisting with the implementation of the One Call/One Click Center program and assisting the Transportation Planning team with different projects. Sophia joins the NFRMPO from the San Luis Valley Development Resource Group in Alamosa, where she supported the development of the San Luis Valley Regional Transit Council.

Welcome to the NFRMPO, Sophia!

COVID-19 and Transportation

The COVID-19 pandemic has had a major impact on transportation across the country, and specifically in Larimer and Weld counties.

Transportation providers shifted to delivering groceries, prescriptions, and doing wellness checks on clients. Funding through the federal government allowed the Weld County Area Agency on Aging (AAA) and the Larimer County Office on Aging (LCOA) to provide additional services to vulnerable residents.

Continue checking the latest updates about COVID-19 from the Larimer County Department of Health and Environment (LCDHE) and the Weld County Department of Public Health and Environment (WCDPHE).

Multimodal Studies Funded

As part of the NFRMPO's Multimodal Options Fund (MMOF) Call for Projects, multiple multimodal studies were funded. Those studies will identify transit and mobility as it relates to the transportation system. Keep an eye out for these Plans over the next few years:

- Greeley Comprehensive Transportation Plan
- Evans Transportation Master Plan

These projects will look at all aspects of the transportation systems in the Greeley Evans area, including Greeley Evans Transit.

MOBILITY COORDINATION

PROGRAM UPDATES



What is the Mobility Coordination Program?— Mobility Coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. NFRMPO Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education. The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds. Funding has been secured for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

Rider's Guide Updates—More than 1,130 users have logged onto the online service to find potential service matches since January 1, 2020, with 99.1 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 289-8279. The online Rider's Guide is available at noco.findmyride.info.

Upcoming Meeting Schedule

July 2020							August 2020							September 2020						
Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa
			1	2	3	4							1	30	31	1	2	3	4	5
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28	29	27	28	29	30			
LCMC Meeting				MAPG Meeting			WCMC Meeting													

Note: Meetings will be held online. Please check nfrmpo.org for more information.

Committee Members

Larimer County Mobility Committee	
Meets the third Tuesday of every other month.	
Arc of Larimer County	Berthoud Area Transportation System
Rural Alternative for Transportation	City of Loveland Transit
CO Division of Voc. Rehab	Elderhaus
Foothills Gateway	Heart&SOUL Paratransit
LC Department of Health and Environment, Built Environment	LC Office on Aging
LC Workforce Center	SAINT
Transfort	NADTC Expert Panel

Weld County Mobility Committee	
Meets the fourth Thursday of every other month.	
Arc of Weld County	CO Division of Voc. Rehab
Connections for Independent Living/WAND	Envision Colorado
Greeley Evans Transit	North Range Behavioral Health
Senior Resource Services	Sunrise Community Health
United Way of Weld County	

For additional meeting details including agendas, notes & meeting location, visit nfrmpo.org/mobility.



MEMORANDUM

To: NFRMPO Finance Committee
From: Alex Gordon
Date: June 18, 2020
Re: Six Month Mobility Program Update

Background:

In January 2020, the Planning Council approved funding for the Expansion of the Mobility Program. As part of the Planning Council approval, NFRMPO staff agreed to provide periodic updates about the project to ensure funds are being spent responsibly and the project is making progress.

Attached is a table showing the accomplishments made by NFRMPO staff in pursuit of the One Call/One Click Center project.

Action:

NFRMPO staff is providing an update to the Finance Committee. No action is required.

TASK PROGRESS	FUNDING IMPACT	TOTAL
MOBILITY MANAGEMENT		
<ul style="list-style-type: none"> Stayed in communication with CDOT regarding Multimodal Options Fund (MMOF) contracting, which has been delayed as a result of COVID-19 and the CARES Act Staff has worked to expedite contracts as much as possible Mobility Manager job description is ready for release pending contract execution 	Contracting Phase	--
<ul style="list-style-type: none"> Applying for rural \$5310 grant to expand the Mobility Program to all of Larimer and Weld counties. Due June 22 	Not budgeted: \$33,000. Local match provided by Larimer County and Weld County.	\$33,000
<ul style="list-style-type: none"> Built relationships with new and different agencies: <ul style="list-style-type: none"> A Little Help provides volunteer transportation services in Larimer County The Arc of Weld County provides support for individuals with developmental and intellectual disabilities The Town of Estes Park provides seasonable transit service and supports Via in the Estes Valley 	--	--
MOBILITY COORDINATION		
<ul style="list-style-type: none"> Developed nfrmpo.org/mobility/ococ-project/ as a project website, directing people to previous plans and efforts, and highlighting good press Updated the Providers Guide to include Weld County providers and Covid-19 related notes Held two Weld County Mobility Committee meetings and two Larimer County Mobility Committees, building trust and relationships in the current coronavirus environment 	--	--
AMERICORPS VISTA		
<ul style="list-style-type: none"> Worked with CDOT and Downtown Colorado, Inc. (DCI) on an AmeriCorps VISTA, who will be with the program through December 2020 Started June 12, 2020 	UPWP 2020 and 2021 Budget Expected \$983, Budgeted \$12,000 for 6 months	\$983

TASK PROGRESS	FUNDING IMPACT	TOTAL
---------------	----------------	-------

TECHNICAL ASSISTANCE

- Received award letter for \$5310 grant matched with funds provided by 60+ Ride for the purchase of a wheelchair-accessible vehicle for service in Weld County
- **Note:** May return funding depending on 60+ Ride’s ability to provide local match due to Coronavirus
- Received and accepted a wheelchair-accessible van on behalf of Greeley Center for Independence (GCI)/Adeo, paid for through a Fiscal Year 2019 (FY2019) CDOT \$5310 grant and matched by funds provided by GCI
- Applying for Weld County \$5310 grant, with additional funds requested to support the expansion of 60+ Ride’s accessible vehicle program in Weld County. Due June 22

UPWP 2021 Budget. NFRMPO will purchase vehicle, reimbursed by 60+ Ride and CDOT. Expected Q2 2021.	\$47,040
UPWP 2020 Budget Amendment 3. and reimbursed. GCI purchased vehicle, NFRMPO reimbursed GCI, CDOT reimbursed NFRMPO	--
Increased CDOT ask of \$74k, matched by 60+ Ride	

SOFTWARE AND TECHNOLOGY

- Received award letter for FASTER grant, matched with MMOF/VanGo funds

UPWP 2021 Budget \$40,000	\$40,000
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Notes:

- **Blue** means not budgeted in original ask or UPWP, but funding source and local match are identified
- **Green** means budgeted in original ask and UPWP

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M4**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 4/7/2020

Strategic

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1	22,500	16,500	-	-	-	-	16,500
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
		State	7PX (SBT 228/267 Transit)	-	-	5,000	-	-	-	5,000
		Local	Local	-	-	2,000	-	-	-	2,000
			Total	26,670	226,600	9,055	4,180	5,000	10,000	254,835

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1	22,500	16,500	-	-	-	-	16,500
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
		State	7PX (SBT 228/267 Transit)	-	-	5,000	-	-	-	5,000
		Local	Local	-	-	2,000	-	-	-	2,000
		Local	Private	-	-	-	1,600	-	-	1,600
			Total	26,670	226,600	9,055	5,780	5,000	10,000	256,435

Revision: Adding \$1,600K Local (Private Funding) in FY21.

Region 4 ADA Pool

PREVIOUS ENTRY

Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	SHF	4,112	-	2,000	2,000	2,000	2,000	8,000
STIP ID:	SR47021		Total	4,112	-	2,000	2,000	2,000	2,000	8,000

TIP ID: P-23

Type: Curb Ramp Upgrades

Air Quality: Exempt from conformity analysis

Description: Region 4 curb ramp upgrades to ADA compliance.

REVISED ENTRY

Title:	Region 4 ADA Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	SHF	4,112	-	2,000	2,000	2,000	2,000	8,000
STIP ID:	SR47021		Total	4,112	-	2,000	2,000	2,000	2,000	8,000

TIP ID: P-23

Type: Curb Ramp Upgrades

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 curb ramp upgrades to ADA compliance in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47021.010	Fort Collins ADA Curb Ramps	Region 4

Revision: Adding new pool project with STIP ID SR47021.010 in FY21. No change to pool total.

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	69
Type:	Modify & Reconstruct		Total	-	-	1,270	-	-	-	1,270

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 11th Avenue to 23rd Avenue.

REVISED ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	69
Type:	Modify & Reconstruct		Total	-	-	1,270	-	-	-	1,270

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 17th Avenue to the UPRR crossing east of US85.

Revision: Minor scope change. Revise project extent to "17th Avenue to the UPRR crossing east of US85" instead of "11th Avenue to 23rd Avenue."

Multimodal Options Fund (MMOF)

PREVIOUS ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	600	-	-	-	600
STIP ID:	Unassigned	Local	Local	-	-	600	-	-	-	600
TIP ID:	2020-019		Total	-	-	1,200	-	-	-	1,200
Type:	Mobility									
Air Quality:	Exempt from conformity analysis									
Description:	Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.									

REVISED ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	600	-	-	-	600
STIP ID:	Unassigned	State	FASTER	-	-	-	32	-	-	32
TIP ID:	2020-019	Local	Local	-	-	600	8	-	-	608
Type:	Mobility									
Air Quality:	Exempt from conformity analysis									
Description:	Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.									
Revision:	Adding \$32K State FASTER funds and \$8K local funds in FY21 for software awarded in CDOT 2020 CCCP.									

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M4.2**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 4/22/2020

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	11,970
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	3,640
Type:	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	3,347
Description:	One new express lane in each direction from MP253.7-270, replacement/ rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	SPT	5,000	-	-	-	-	-	-
		State	TCC	-	-	88,800	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			Total	225,739	11,233	140,772	114,499	77,115	-	343,619

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	11,970
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	3,640
Type:	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	3,347
Description:	One new express lane in each direction from MP253.7-270, replacement/ rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	SPT	5,000	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	20,625
			Total	225,739	11,233	140,772	114,499	77,115	-	343,619

Revision: Correct funding source and program in FY20 from State TCC to State/Federal 7TH/NHPP. No change to funding amount (\$88.8M).

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	Rolloed Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	950	950	-	-	1,900
STIP ID:	SST7007.015	State	MMOF	-	-	908	-	-	-	908
TIP ID:	2020-001	Local	Local	-	-	199	197	-	-	396
Type:	Transit		Total	-	-	2,057	1,147	-	-	3,204

Air Quality: Exempt from conformity analysis

Description: Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

REVISED ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	Rolloed Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	950	950	-	-	1,900
STIP ID:	SST7007.015	State	MMOF	-	-	-	908	-	-	908
TIP ID:	2020-001	Local	Local	-	-	197	-	-	-	197
Type:	Transit	Local	Local Overmatch	-	-	57	2	-	-	59
Air Quality:	Exempt from conformity analysis		Total	-	-	1,204	1,860	-	-	3,064

Description: Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

Revision: Delay \$908K MMOF from FY20 to FY21. Reduce local match by \$199K in FY20/FY21. Add local overmatch of \$59K in FY20/FY21.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M5**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 5/8/2020

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	10th Street Access Control Implementation	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	STBG	2,011	-	-	-	-	-	0
STIP ID:	SNF5788.042	Local	Local	418	-	-	-	-	-	0
TIP ID:	2019-001	Local	Local Overmatch	1,236	-	-	-	-	-	0
Type:	Intersection Improvements Bike/Ped Facility		Total	2,429	-	-	-	-	-	0

Air Quality: Exempt from conformity analysis

Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.

REVISED ENTRY

Title:	10th Street Access Control Implementation	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	STBG	2,011	-	538	-	-	-	538
STIP ID:	SNF5788.042	Local	Local	418	-	112	-	-	-	112
TIP ID:	2019-001	Local	Local Overmatch	1,236	-	-	-	-	-	0
Type:	Intersection Improvements Bike/Ped Facility		Total	2,429	-	650	-	-	-	650

Air Quality: Exempt from conformity analysis

Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.

Revision: Roll forward project from FY19-FY22 TIP. Add \$538K federal STBG and \$112K local funding in FY20.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2020-M6**

Submitted to: CDOT

Prepared by: Medora Bornhoff

DATE: 6/22/2020

Bridge - Off State System

PREVIOUS ENTRY

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46601	Federal	BRO	1,155	-	1,837	-	-	-	-	1,837
TIP ID:	P-5	Local	L	289	-	459	-	-	-	-	459
Sponsor:	CDOT Region 4	Local	LOM	1,377	-	-	-	-	-	-	-
Type:	Bridge Reconstruct		Total	2,821	-	2,296	-	-	-	-	2,296

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46601.031	8th Street Bridge (LOV1825W.8th St)	Loveland
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland

REVISED ENTRY

Title:	Region 4 Bridge - Off System Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
STIP ID:	SR46601	Federal	BRO	1,155	-	837	1,000	-	-	-	1,837
TIP ID:	P-5	Local	L	289	-	209	250	-	-	-	459
Sponsor:	CDOT Region 4	Local	LOM	1,377	-	-	-	-	-	-	-
Type:	Bridge Reconstruct		Total	2,821	-	1,046	1,250	-	-	-	2,296

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Bridge - Off System Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46601.031	8th Street Bridge (LOV1825W.8th St)	Loveland
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland

Revision: Rolling forward \$1,000K Federal and \$250K Local funds from FY20 to FY21 for STIP ID SR46601.032 and SR46601.033.

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	-	-	384	-	-	3,640
Type:	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347
Description:	One new express lane in each direction from MP253.7-270, replacement/ rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	SPT	5,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	-	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	-	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	-	20,625
		Total		225,739	11,233	140,772	-	114,499	77,115	-	343,619

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640
Type:	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347
Description:	One new express lane in each direction from MP253.7-270, replacement/ rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	SPT	5,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800
		State	FAS	8,500	-	-	-	-	-	-	-
		State	7PT (SB267 Transit)	1,986	1,007	5,000	-	5,000	-	-	11,007
		State	7PX (SB228 or SB267)	133,030	-	-	-	77,115	77,115	-	154,230
		Local	LOM	-	-	18,000	-	32,000	-	-	50,000
		Local	LOM	33,735	-	20,625	-	-	-	-	20,625
		Total		225,739	11,233	141,156	-	114,115	77,115	-	343,619

Revision: Advancing \$384K Federal CMAQ from FY21 to FY20.

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	PWQ	-	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1 (HUTF)	22,500	16,500	-	-	-	-	-	16,500
Description:	One new express lane in each direction from SH56 to SH402.	State	FASTER Safety	-	-	2,055	-	2,945	5,000	10,000	20,000
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PX(SBT228/267 Transit)	-	-	5,000	-	-	-	-	5,000
		Local	L	-	-	2,000	-	-	-	-	2,000
		Local	Private	-	-	-	-	1,600	-	-	1,600
			Total	26,670	226,600	9,055	-	5,780	5,000	10,000	256,435

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	4,163	-	15,837	-	-	-	20,000
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	-	2,000
TIP ID:	2019-014	Federal/State	PWQ	-	-	-	-	1,235	-	-	1,235
Type:	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	38,127	-	149,973	-	-	-	188,100
Sponsor:	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	SB1 (HUTF)	22,500	12,252	-	4,248	-	-	-	16,500
Description:	One new express lane in each direction from SH56 to SH402.	State	FASTER Safety	-	-	2,055	-	2,945	5,000	10,000	20,000
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PT (SB 267 Transit)	-	-	-	4,300	-	-	-	4,300
		State	SBT (SB 228 Transit)	-	-	-	700	-	-	-	700
		Local	L	-	-	500	1,500	-	-	-	2,000
		Local	Private	-	-	-	-	3,398	-	-	3,398
			Total	26,670	56,542	2,555	176,558	7,578	5,000	10,000	258,233

Revision: Disaggregate funding source "7PX(SBT228/267 Transit)" into "7PT 267 Transit" (\$4,300K) and "SBT (SB 228 Transit)" (\$700K). Rolling forward funds from FY20 Rolled to FY21: BUILD \$15,837K, 7PX \$149,973K, and SB1 \$4,248K. Rolling forward funds from FY20 to FY21: 7PT \$4,300K, SBT \$700K, and Local \$1,500K. Increase Private Funding in FY21 by \$1,798K.

CDOT Region 4 Transportation Alternatives (TA)

PREVIOUS ENTRY

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TAP	1,190	1,440	1,340	-	815	1,600	775	5,970
STIP ID:	SR47020	Local	L	562	356	1,727	-	204	400	194	2,881
TIP ID:	P-14	Local	LOM	849	-	546	-	-	-	960	1,506
Type:	Bike/Ped Facility		Total	2,601	1,796	3,613	-	1,019	2,000	1,929	10,357

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins
SR47020.028	Namaqua Ave Trail Underpass	Loveland
SR47020.019	Secure Bicycle Parking	Fort Collins
SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)	Berthoud
SR47020.029	West Alice & Inez Blvd Ped Improvements	Milliken
SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County

REVISED ENTRY

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	TAP	1,190	40	1,340	1,400	815	1,600	775	5,970
STIP ID:	SR47020	Local	L	562	6	1,727	350	204	400	194	2,881
TIP ID:	P-14	Local	LOM	849	-	546	-	-	-	960	1,506
Type:	Bike/Ped Facility		Total	2,601	46	3,613	1,750	1,019	2,000	1,929	10,357

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins
SR47020.028	Namaqua Ave Trail Underpass	Loveland
SR47020.019	Secure Bicycle Parking	Fort Collins
SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)	Berthoud
SR47020.029	West Alice & Inez Blvd Ped Improvements	Milliken
SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County

Revision: Rolling forward \$1,400K Federal and \$350K Local funds from FY20 rolled to FY21 for STIP IDs SR47020.028 and SR47020.026.

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	499	-	-	329	-	-	828
STIP ID:	SNF5173.053	Local	L	-	103	-	-	71	-	-	174
TIP ID:	2020-004	Local	LOM	-	-	-	-	200	-	-	200
Type:	Operations		Total	-	602	-	-	600	-	-	1,202

Air Quality: Exempt from conformity analysis

Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.

REVISED ENTRY

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	499	329	-	-	828
STIP ID:	SNF5173.053	Local	L	-	-	-	103	71	-	-	174
TIP ID:	2020-004	Local	LOM	-	-	-	-	200	-	-	200
Type:	Operations		Total	-	-	-	602	600	-	-	1,202

Air Quality: Exempt from conformity analysis

Description: Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.

Revision: Rolling forward \$499K Federal and \$103K Local funds from FY20 Rolled to FY21.

PREVIOUS ENTRY

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	640	-	-	-	-	640
STIP ID:	SNF5173.054	Local	L	-	-	138	-	-	-	-	138
TIP ID:	2020-005	Local	LOM	-	-	22	-	-	-	-	22
Type:	ITS Traffic Controls		Total	-	-	800	-	-	-	-	800
Air Quality:	Exempt from conformity analysis										
Description:	US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.										

REVISED ENTRY

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	-	-	-	640	-	-	-	640
STIP ID:	SNF5173.054	Local	L	-	-	-	133	-	-	-	133
TIP ID:	2020-005	Local	LOM	-	-	-	27	-	-	-	27
Type:	ITS Traffic Controls		Total	-	-	-	800	-	-	-	800
Air Quality:	Exempt from conformity analysis										
Description:	US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.										
Revision:	Recategorize \$5K local match as overmatch. Rolling forward all funding (\$640K Federal, \$133K Local, and \$27K Local Overmatch) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Jefferson Street/SH14 Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	1,000	-	-	-	-	-	-	-
STIP ID:	SNF5173.015	Local	Local	249	-	-	-	-	-	-	-
TIP ID:	NF0772		Total	1,249	-	-	-	-	-	-	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Jefferson Street/SH14 Improvements										

REVISED ENTRY

Title:	Jefferson Street/SH14 Improvements	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	CMAQ	733	-	-	267	-	-	-	267
STIP ID:	SNF5173.015	Local	Local	194	-	-	55	-	-	-	55
TIP ID:	NF0772		Total	927	-	-	322	-	-	-	322
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Jefferson Street/SH14 Improvements										
Revision:	Roll forward project from FY2019-2022 TIP. Roll forward \$267K Federal and \$55K Local from FY19 Rolled to FY21.										

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	982	-	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	219	-	-	-	-	219
TIP ID:	2020-009	Local	LOM	-	-	69	-	-	-	-	69
Type:	Modify & Reconstruct		Total	-	-	1,270	-	-	-	-	1,270

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 17th Avenue to the UPRR crossing east of US85.

REVISED ENTRY

Title:	37th Street Overlay	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	-	-	-	982	-	-	-	982
STIP ID:	SNF5788.046	Local	L	-	-	-	205	-	-	-	205
TIP ID:	2020-009	Local	LOM	-	-	-	1,122	-	-	-	1,122
Type:	Modify & Reconstruct		Total	-	-	-	2,309	-	-	-	2,309

Air Quality: Exempt from conformity analysis

Description: Major maintenance and resurfacing on 37th Street (WCR 54) from 17th Avenue to the UPRR crossing east of US85.

Revision: Increasing local overmatch by \$1,053K and reducing match by \$14K. Rolling forward all funding (\$982K Federal, \$205K Local, and \$1,122K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	59th Avenue and O Street Roundabout	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley, Weld County	Federal	STBG	-	-	1,329	-	-	-	-	1,329
STIP ID:	SNF5788.048	Local	L	-	-	276	-	-	-	-	276
TIP ID:	2020-011	Local	LOM	-	-	5,308	-	-	-	-	5,308
Type:	Modify & Reconstruct		Total	-	-	6,913	-	-	-	-	6,913

Air Quality: Included in conformity analysis

Description: Construct roundabout with center refuge medians.

REVISED ENTRY

Title:	59th Avenue and O Street Roundabout	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley, Weld County	Federal	STBG	-	-	-	1,329	-	-	-	1,329
STIP ID:	SNF5788.048	Local	L	-	-	-	276	-	-	-	276
TIP ID:	2020-011	Local	LOM	-	-	-	5,308	-	-	-	5,308
Type:	Modify & Reconstruct		Total	-	-	-	6,913	-	-	-	6,913

Air Quality: Included in conformity analysis

Description: Construct roundabout with center refuge medians.

Revision: Rolling forward all funding (\$1,329K Federal, \$276K Local, and \$5,308K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	STBG	-	350	335	-	400	-	-	1,085
STIP ID:	SNF5788.044	Local	L	-	74	70	-	82	-	-	226
TIP ID:	2020-012		Total	-	424	405	-	482	-	-	1,311

Type: Widening

Air Quality: Included in conformity analysis

Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.

REVISED ENTRY

Title:	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	STBG	-	350	-	335	400	-	-	1,085
STIP ID:	SNF5788.044	Local	L	-	74	-	70	82	-	-	226
TIP ID:	2020-012		Total	-	424	-	405	482	-	-	1,311

Type: Widening

Air Quality: Included in conformity analysis

Description: Widen US 34 from 4-lanes to 6-lanes for portions between Boise Avenue to I-25 to address safety, system continuity and congestion. Widening dependent on development projects approved adjacent to US 34.

Revision: Rolling forward \$335K Federal and \$70K Local funds from FY20 to FY21.

PREVIOUS ENTRY

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	1,000	-	-	-	-	1,000
STIP ID:	SNF5788.045	Local	L	-	-	266	-	-	-	-	266
TIP ID:	2020-013	Local	LOM	-	-	280	-	-	-	-	280
Type:	Intersection Improvements		Total	-	-	1,546	-	-	-	-	1,546

Air Quality: Exempt from conformity analysis

Description: Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.

REVISED ENTRY

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	Federal	STBG	-	-	-	1,000	-	-	-	1,000
STIP ID:	SNF5788.045	Local	L	-	-	-	266	-	-	-	266
TIP ID:	2020-013	Local	LOM	-	-	-	280	-	-	-	280
Type:	Intersection Improvements		Total	-	-	-	1,546	-	-	-	1,546

Air Quality: Exempt from conformity analysis

Description: Project moves the existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.

Revision: Rolling forward all funding (\$1,000K Federal, \$266K Local, and \$280K Local Overmatch) from FY20 to FY21.

PREVIOUS ENTRY

Title:	US85 Access Control at 31st Street	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	747	-	-	-	-	-	-	0
STIP ID:	SNF5788.031	Local	L	155	-	-	-	-	-	-	0
TIP ID:	NF1006	Local	LOM	66	-	-	-	-	-	-	0
Type:	Modify Intersection		Total	968	-	-	-	-	-	-	0
Air Quality:	Exempt from conformity analysis										
Description:	US85 Access Control at 31st Street										

REVISED ENTRY

Title:	US85 Access Control at 31st Street	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Federal	STBG	104	-	-	-	-	-	-	-
STIP ID:	SNF5788.031	State	SHF	-	-	643	-	-	-	-	643
TIP ID:	NF1006	Local	L	155	-	-	-	-	-	-	-
Type:	Modify Intersection	Local	LOM	66	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis										
Description:	US85 Access Control at 31st Street										
Revision:	Roll project forward from FY2019-2022 TIP. Reduce previous federal funding by \$643K. Add \$643K SHF state funding in FY20.										

Multimodal Options Fund (MMOF)

PREVIOUS ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	600	-	-	-	-	600
STIP ID:	Unassigned	State	FASTER	-	-	-	-	32	-	-	32
TIP ID:	2020-019	Local	Local	-	-	600	-	8	-	-	608
Type:	Mobility		Total	-	-	1,200	-	40	-	-	1,240
Air Quality:	Exempt from conformity analysis										
Description:	Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.										

REVISED ENTRY

Title:	Expansion of Mobility Program	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	-	600	-	-	-	600
STIP ID:	Unassigned	State	FASTER	-	-	-	-	32	-	-	32
TIP ID:	2020-019	Local	Local	-	-	-	600	8	-	-	608
Type:	Mobility		Total	-	-	-	1,200	40	-	-	1,240
Air Quality:	Exempt from conformity analysis										
Description:	Expansion of NFRMPO Mobility Program, including creation and operation of a One Call/One Click Center and staff support. Local funds are VanGo Exchange Sales Tax.										
Revision:	Rolling forward all FY20 funding (\$600K State MMOF and \$600K Local) to FY21.										

PREVIOUS ENTRY

Title:	North Front Range Premium Transit Analysis	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	125	-	-	-	-	125
STIP ID:	Unassigned	Local	Local	-	-	125	-	-	-	-	125
TIP ID:	2020-020		Total	-	-	250	-	-	-	-	250
Type:	Transit Study										
Air Quality:	Exempt from conformity analysis										
Description:	Study of premium transit along corridors identified in the 2045 Regional Transit Element. Local match is provided by VanGo Exchange Sales Tax.										

REVISED ENTRY

Title:	North Front Range Premium Transit Analysis	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	State	MMOF	-	-	-	125	-	-	-	125
STIP ID:	Unassigned	Local	Local	-	-	-	125	-	-	-	125
TIP ID:	2020-020		Total	-	-	-	250	-	-	-	250
Type:	Transit Study										
Air Quality:	Exempt from conformity analysis										
Description:	Study of premium transit along corridors identified in the 2045 Regional Transit Element. Local match is provided by VanGo Exchange Sales Tax.										
Revision:	Rolling forward all funding (\$125K State and \$125K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	350	-	-	-	-	350
STIP ID:	SR47007.018	Local	L	-	-	350	-	-	-	-	350
TIP ID:	2020-021		Total	-	-	700	-	-	-	-	700
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										

REVISED ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	-	350	-	-	-	350
STIP ID:	SR47007.018	Local	L	-	-	-	350	-	-	-	350
TIP ID:	2020-021		Total	-	-	-	700	-	-	-	700
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										
Revision:	Rolling forward all funding (\$350K State and \$350K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Poudre River Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	State	MMOF	-	-	399	-	-	-	-	399
STIP ID:	SR47007.019	Local	L	-	-	1,822	-	-	-	-	1,822
TIP ID:	2020-022		Total	-	-	2,221	-	-	-	-	2,221
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.9 miles of trail										

REVISED ENTRY

Title:	Poudre River Regional Trail Windsor to Timnath Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Larimer County	State	MMOF	-	-	-	399	-	-	-	399
STIP ID:	SR47007.019	Local	L	-	-	-	1,822	-	-	-	1,822
TIP ID:	2020-022		Total	-	-	-	2,221	-	-	-	2,221
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.9 miles of trail										
Revision:	Rolling forward all funding (\$399K State and \$1,822K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725
STIP ID:	SR47020.038	State	MMOF	-	-	500	-	-	-	-	500
TIP ID:	2020-023	Local	L	-	-	2,850	-	-	-	-	2,850
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
			Total	-	-	3,350	-	325	400	-	4,075

REVISED ENTRY

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725
STIP ID:	SR47020.038	State	MMOF	-	-	-	500	-	-	-	500
TIP ID:	2020-023	Local	L	-	-	-	2,850	-	-	-	2,850
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
Revision:	Rolling forward all FY20 funding (\$500K State MMOF and \$2,850K Local) to FY21.										

PREVIOUS ENTRY

Title:	Evans Transportation Master Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	State	MMOF	-	-	150	-	-	-	-	150
STIP ID:	SR47007.023	Local	L	-	-	18	-	-	-	-	18
TIP ID:	2020-024		Total	-	-	168	-	-	-	-	168
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Transportation Master Plan Update										

REVISED ENTRY

Title:	Evans Transportation Master Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	State	MMOF	-	-	-	150	-	-	-	150
STIP ID:	SR47007.023	Local	L	-	-	-	18	-	-	-	18
TIP ID:	2020-024		Total	-	-	-	168	-	-	-	168
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Transportation Master Plan Update										
Revision:	Rolling forward all funding (\$399K State and \$1,822K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	750	-	-	-	-	750
STIP ID:	SR47007.024	Local	L	-	-	750	-	-	-	-	750
TIP ID:	2020-025		Total	-	-	1,500	-	-	-	-	1,500
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	30% preliminary engineering design for West Elizabeth from Overland to Mason										

REVISED ENTRY

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	-	750	-	-	-	750
STIP ID:	SR47007.024	Local	L	-	-	-	750	-	-	-	750
TIP ID:	2020-025		Total	-	-	-	1,500	-	-	-	1,500
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	30% preliminary engineering design for West Elizabeth from Overland to Mason										
Revision:	Rolling forward all funding (\$750K State and \$750K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	TAP	-	-	-	-	750	-	-	750
STIP ID:	SR47020.037	State	MMOF	-	-	250	-	-	-	-	250
TIP ID:	2020-026	Local	L	-	-	891	-	-	-	-	891
Type:	Bike/Ped Facility		Total	-	-	1,141	-	750	-	-	1,891

Air Quality: Exempt from conformity analysis

Description: 1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths

REVISED ENTRY

Title:	Laporte Ave Improvements - Fishback to Sunset	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	TAP	-	-	-	-	750	-	-	750
STIP ID:	SR47020.037	State	MMOF	-	-	-	250	-	-	-	250
TIP ID:	2020-026	Local	L	-	-	-	891	-	-	-	891
Type:	Bike/Ped Facility		Total	-	-	-	1,141	750	-	-	1,891

Air Quality: Exempt from conformity analysis

Description: 1 mile of multimodal improvements including sidewalk, protected bike lanes, on-street bike lanes, and/or multi-use paths

Revision: Rolling forward all FY20 funding (\$250K State MMOF and \$891K Local) to FY21.

PREVIOUS ENTRY

Title:	Comprehensive Transportation Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	325	-	-	-	-	325
STIP ID:	SR47007.022	Local	L	-	-	325	-	-	-	-	325
TIP ID:	2020-027		Total	-	-	650	-	-	-	-	650

Type: Study

Air Quality: Exempt from conformity analysis

Description: Multi-modal transportation plan

REVISED ENTRY

Title:	Comprehensive Transportation Plan	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	State	MMOF	-	-	-	325	-	-	-	325
STIP ID:	SR47007.022	Local	L	-	-	-	325	-	-	-	325
TIP ID:	2020-027		Total	-	-	-	650	-	-	-	650

Type: Study

Air Quality: Exempt from conformity analysis

Description: Multi-modal transportation plan

Revision: Rolling forward all funding (\$325K State and \$325K Local) from FY20 to FY21.

PREVIOUS ENTRY

Title:	Berthoud Parkway Trail Gap Elimination	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Berthoud	State	MMOF	-	-	200	-	-	-	-	200
STIP ID:	SR47007.017	Local	L	-	-	256	-	-	-	-	256
TIP ID:	2020-028		Total	-	-	456	-	-	-	-	456
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.5 miles of trail										

REVISED ENTRY

Title:	Berthoud Parkway Trail Gap Elimination	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Berthoud	State	MMOF	-	-	-	200	-	-	-	200
STIP ID:	SR47007.017	Local	L	-	-	-	256	-	-	-	256
TIP ID:	2020-028		Total	-	-	-	456	-	-	-	456
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.5 miles of trail										
Revision:	Rolling forward all funding (\$200K State and \$256K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Severance	Federal	TAP	-	-	-	-	100	500	-	600
STIP ID:	SR47020.039	State	MMOF	-	-	75	-	-	-	-	75
TIP ID:	2020-029	Local	L	-	-	75	-	-	-	-	75
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.7 miles of trail										

REVISED ENTRY

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Severance	Federal	TAP	-	-	-	-	100	500	-	600
STIP ID:	SR47020.039	State	MMOF	-	-	-	75	-	-	-	75
TIP ID:	2020-029	Local	L	-	-	-	75	-	-	-	75
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.7 miles of trail										
Revision:	Rolling forward all FY20 funding (\$75K State MMOF and \$75K Local) to FY21.										

PREVIOUS ENTRY

Title:	7th Street Multimodal Study & Early Action	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	State	MMOF	-	-	150	-	-	-	-	150
STIP ID:	SR47007.007	Local	L	-	-	150	-	-	-	-	150
TIP ID:	2020-030		Total	-	-	300	-	-	-	-	300
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Multimodal study from Poudre River Trail to Greeley #2 Ditch Trail										

REVISED ENTRY

Title:	7th Street Multimodal Study & Early Action	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Windsor	State	MMOF	-	-	-	150	-	-	-	150
STIP ID:	SR47007.007	Local	L	-	-	-	150	-	-	-	150
TIP ID:	2020-030		Total	-	-	-	300	-	-	-	300
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	Multimodal study from Poudre River Trail to Greeley #2 Ditch Trail										
Revision:	Rolling forward all funding (\$150K State and \$150K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	500	-	-	-	-	500
STIP ID:	SR47007.021	Local	L	-	-	1,635	-	-	-	-	1,635
TIP ID:	2020-031		Total	-	-	2,135	-	-	-	-	2,135
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										

REVISED ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	MMOF	-	-	-	500	-	-	-	500
STIP ID:	SR47007.021	Local	L	-	-	-	1,635	-	-	-	1,635
TIP ID:	2020-031		Total	-	-	-	2,135	-	-	-	2,135
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										
Revision:	Rolling forward all funding (\$500K State and \$1,635K Local) from FY20 to FY21.										

PREVIOUS ENTRY

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	State	MMOF	-	-	293	-	-	-	-	293
STIP ID:	SR47007.016	Local	L	-	-	293	-	-	-	-	293
TIP ID:	2020-032		Total	-	-	585	-	-	-	-	585
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										

REVISED ENTRY

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	State	MMOF	-	-	-	293	-	-	-	293
STIP ID:	SR47007.016	Local	L	-	-	-	293	-	-	-	293
TIP ID:	2020-032		Total	-	-	-	585	-	-	-	585
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										
Revision:	Rolling forward all funding (\$293K State and \$293K Local) from FY20 to FY21.										

Safety

PREVIOUS ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	HSIP	6,877	-	270	-	2,745	-	-	3,015
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	-	-	335
TIP ID:	P-20	Local	LOM	-	-	-	-	-	-	-	0
Type:	Safety Improvements		Total	8,174	-	356	-	2,994	-	-	3,350

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

REVISED ENTRY

Title:	Region 4 Hazard Elimination Pool (HSIP)	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	HSIP	6,877	-	221	49	2,745	-	-	3,015
STIP ID:	SR46666	Local	L	1,297	-	86	-	249	-	-	335
TIP ID:	P-20	Local	LOM	-	-	-	-	54	-	-	54
Type:	Safety Improvements		Total	8,174	-	307	49	2,994	-	-	3,350

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Hazard Elimination Pool in the North Front Range region. Pool projects include:

STIP ID	Title	Sponsor
SR46666.059	Loveland Left Turn Signals Various	City of Loveland
SR46666.053	US287 & Orchards Shopping Center	City of Loveland
SR46666.060	US287 (College Ave) & Trilby Rd	City of Fort Collins
SR46666.062	SH1 & CR54 Intersection Improvements	Larimer County

Revision: Rolling forward \$49K Federal from FY20 to FY21 and adding \$54K Local Overmatch in FY21 for STIP ID SR46666.059.

Grants: Safe Routes to School

PREVIOUS ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	STBG	555	-	1,296	-	-	-	-	1,296
STIP ID:	SR47001	Local	L	96	-	333	-	-	-	-	333
TIP ID:	P-24	Local	LOM	153	-	221	-	-	-	-	221
Type:	Bike/Ped		Total	277	-	1,850	-	-	-	-	1,850

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

REVISED ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Various Below	Federal	STBG	555	-	496	800	-	-	-	1,296
STIP ID:	SR47001	Local	L	96	-	133	200	-	-	-	333
TIP ID:	P-24	Local	LOM	153	-	221	-	-	-	-	221
Type:	Bike/Ped		Total	277	-	850	1,000	-	-	-	1,850

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:

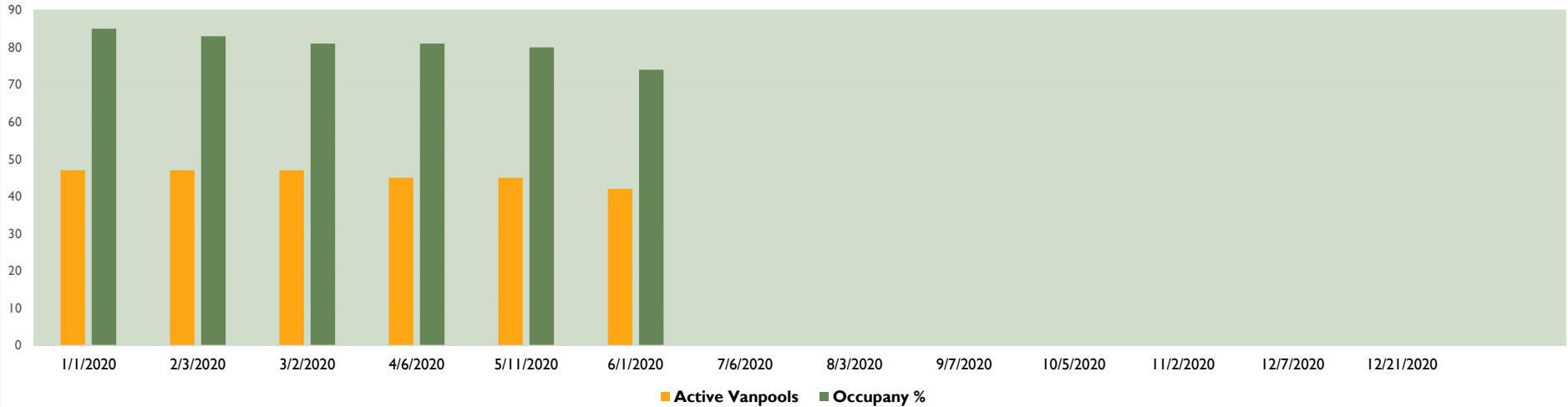
STIP ID	Title	Sponsor
SR47001.029	Hampshire Bikeway Arterial Cross	City of Fort Collins
SR47001.030	N Wilson Ave Sidewalk	City of Loveland
SR47001.031	Berthoud Safe Routes Phase 1	Town of Berthoud

Revision: Rolling forward \$800K Federal and \$200K Local funds from FY20 to FY21 for STIP IDs SR47001.030 and SR47001.031.

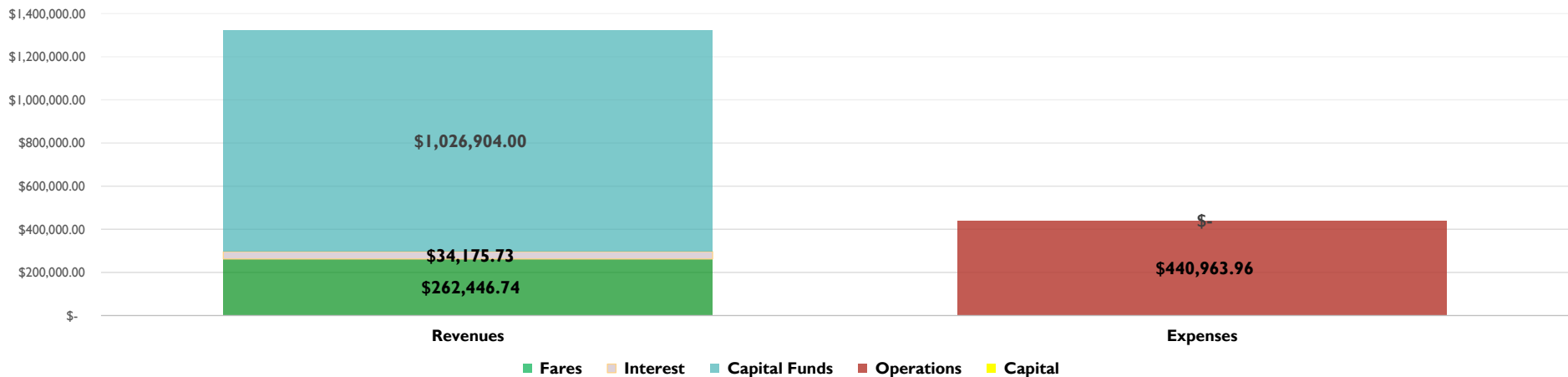
VanGo Vanpool Program 2nd Quarter Stats Year-to-Date



Active Vanpools & Occupancy Rate

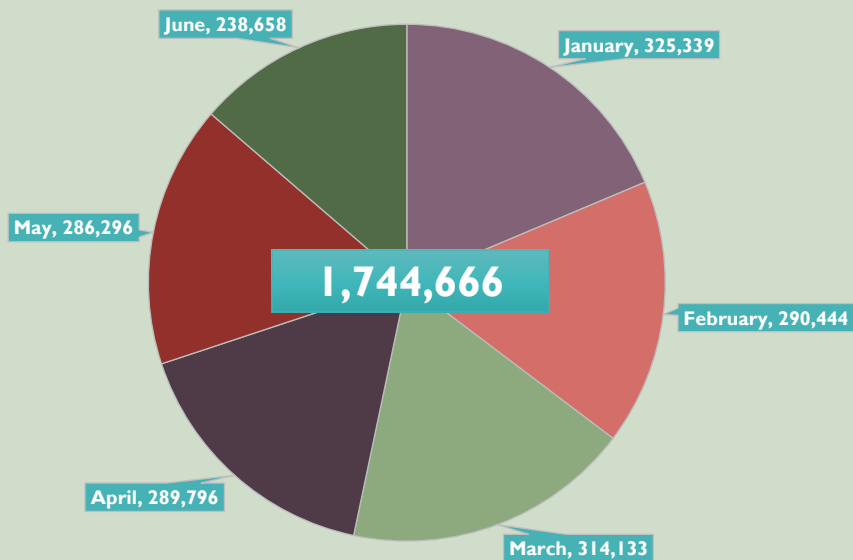


Revenue/Expenses Year-To Date

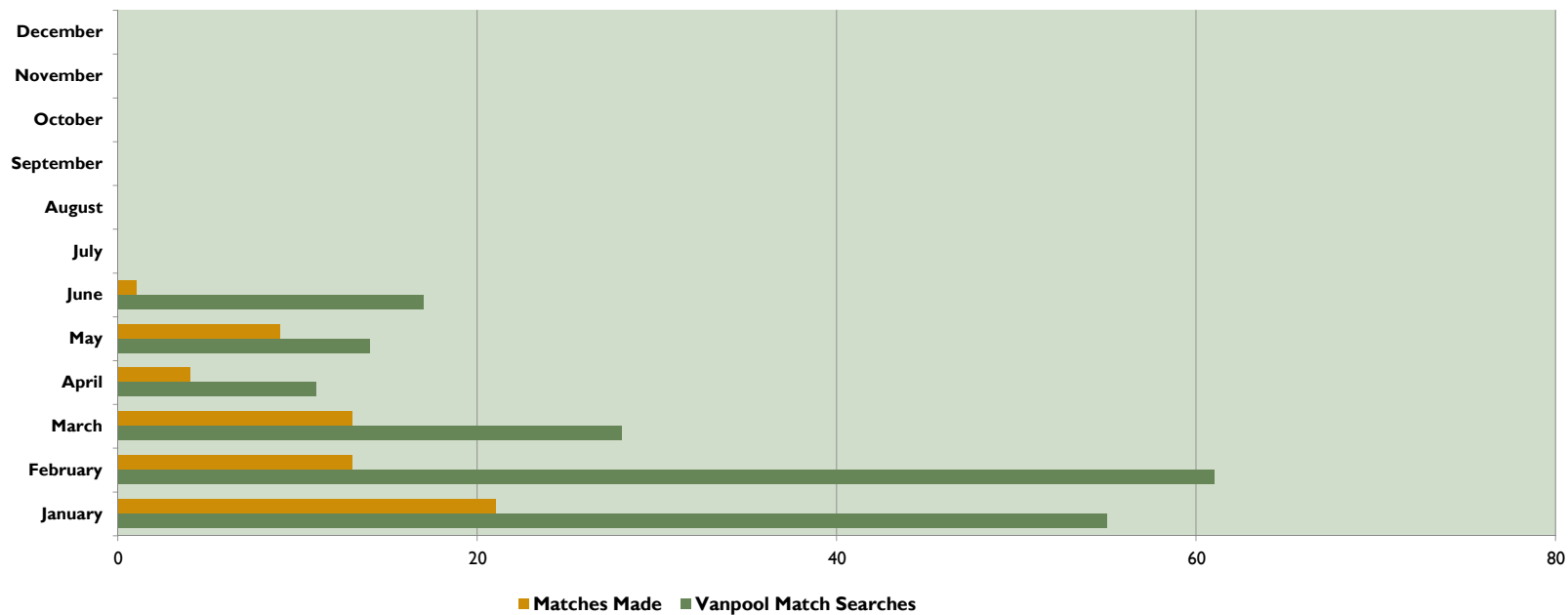


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.

Miles Saved-Year to Date:



Match Search Tracking www.vangovanpools.org





MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: August 6, 2020

Re: CY 2020 2nd Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 2nd Quarter of Calendar Year 2020 are attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights-2nd Quarter

CDOT Division of Transit and Rail is working on the MMOF contracts which are for the One Call/One Click project and the Premium Transit Analysis. They have been delayed due to COVID-19 and contracts for the CARES Act.

Due to social distancing, outreach expenses and travel expenses were below budgeted expectations.

The Fort Collins Exchange for 5310 funds was received during the 2nd quarter.

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

VanGo™ Highlights-3rd Quarter

Due to COVID-19 VanGo™ has seen a significant reduction in ridership. During the Stay at home and Safer at home phases the program took steps to encourage participants to maintain membership with the program. Some of these concessions will continue throughout 2020. VanGo decided not to purchase the budgeted ten vans due to reduced ridership resulting in reduced mileage on current vans.

CARES Act funds, through the City of Fort Collins exchange for sales tax funds, will provide approximately \$1.4m to the VanGo™ program to offset the loss of revenue. The payments from Fort Collins will be broken into three installments; the first payment was received during the 2nd quarter. The exchange funds for 5307 was also received. 5339 exchange funds are anticipated later this year.

Detail notes regarding budget variances are provided on the VanGo™ statements.



Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2020 2nd Quarter Unaudited Financial Statements dated June 30, 2020.

Notes

Note 1:

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

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2020 indirect cost rate was calculated using the 2018 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.

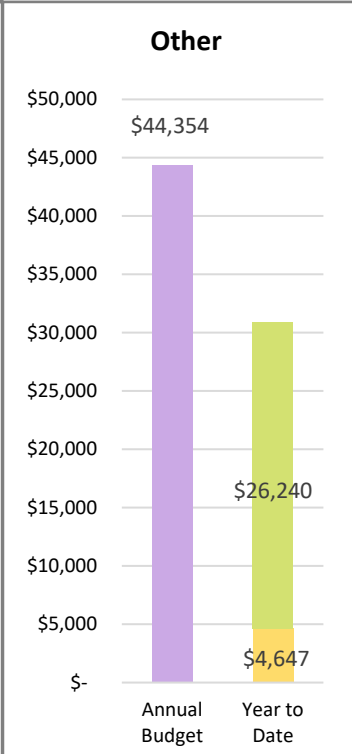
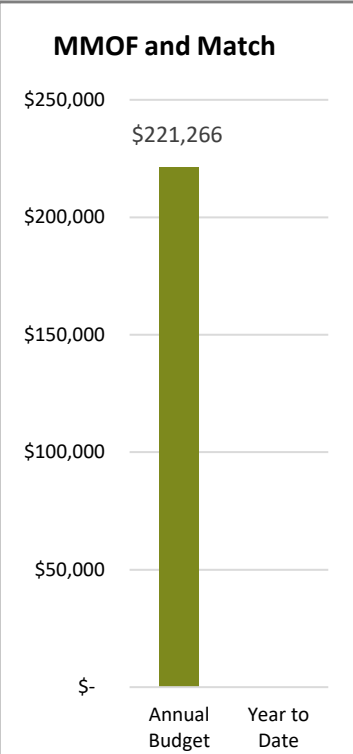
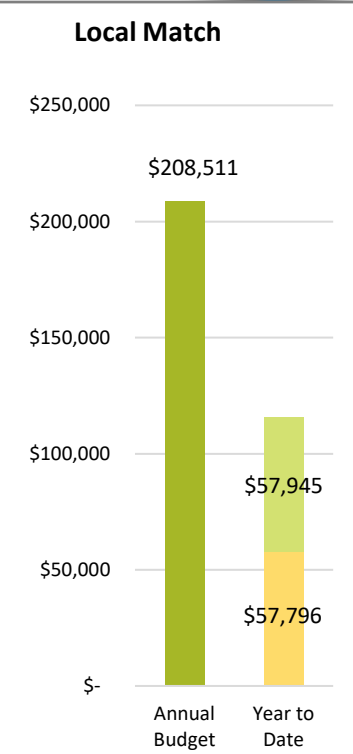
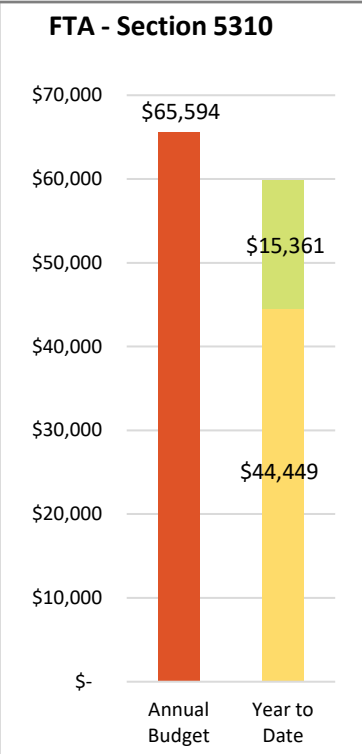
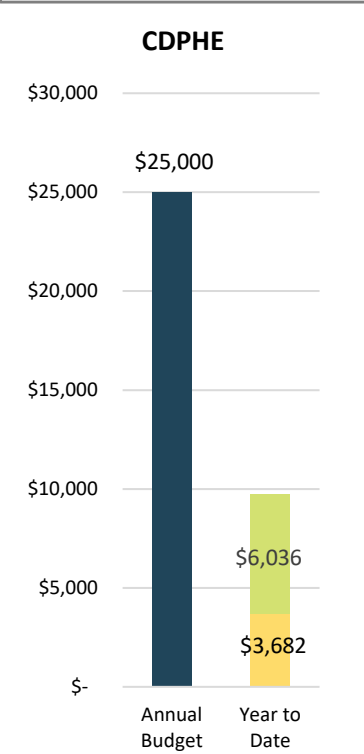
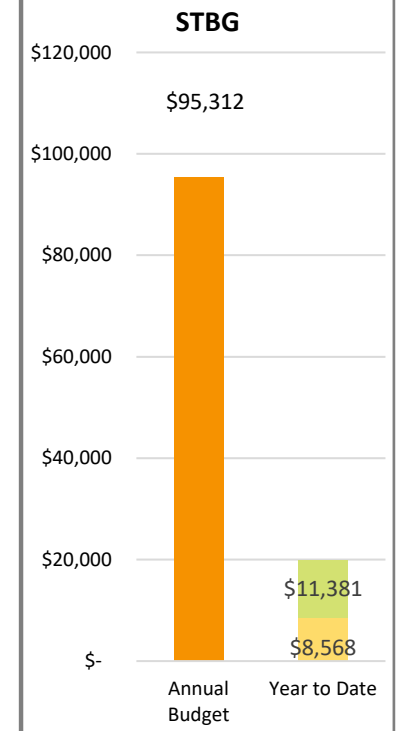
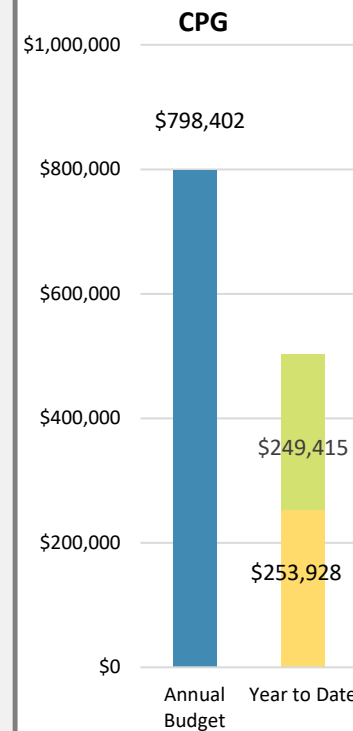
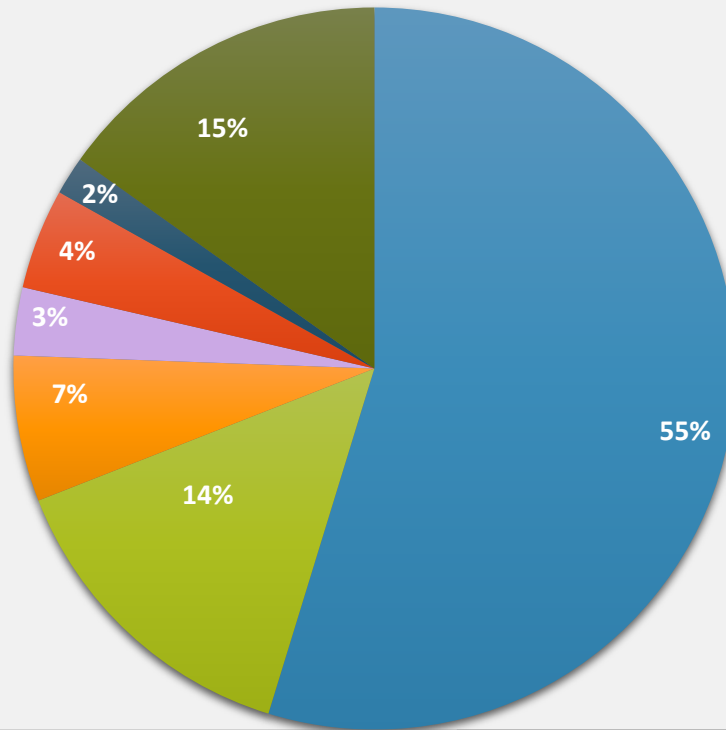
Metropolitan Planning Organization - REVENUE

Annual Budgeted Revenue vs. Revenue - 2020

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- CPG
- Local Match
- STBG
- State Planning Funds (SPR)
- Other
- FTA - Section 5310
- CDPHE
- MMOF and Match



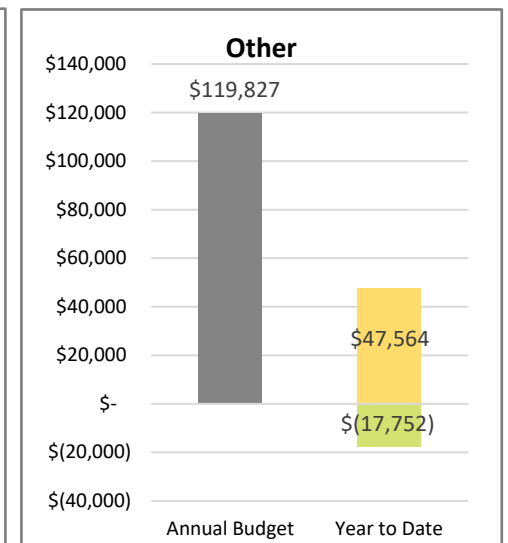
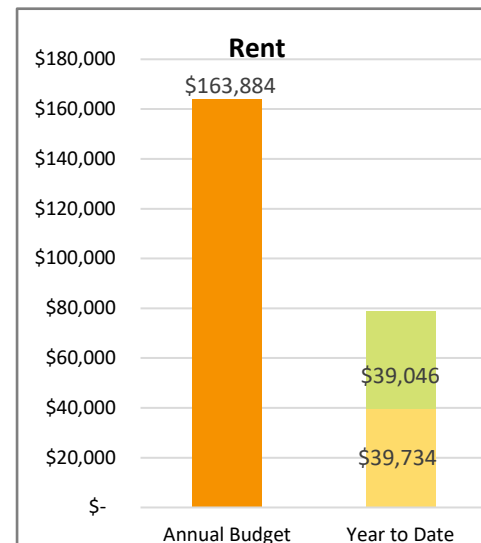
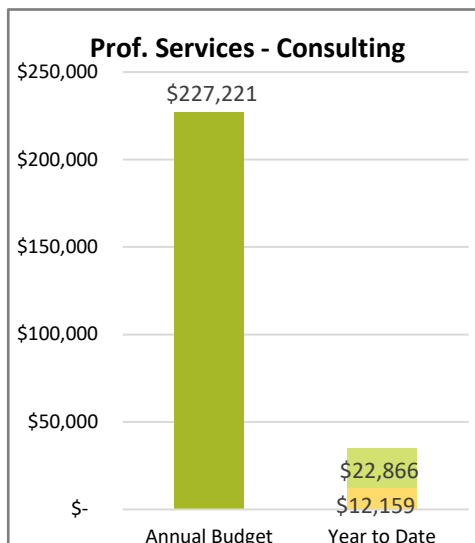
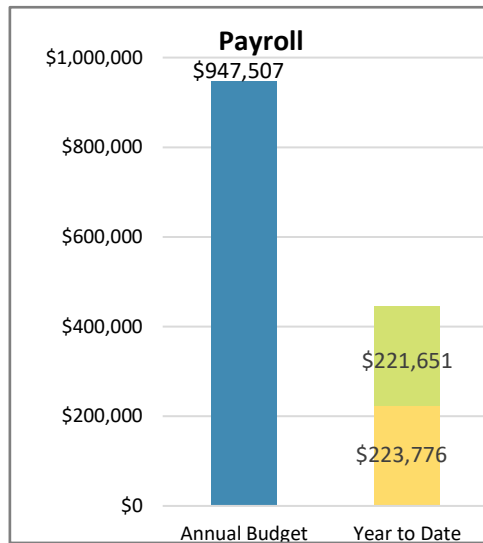
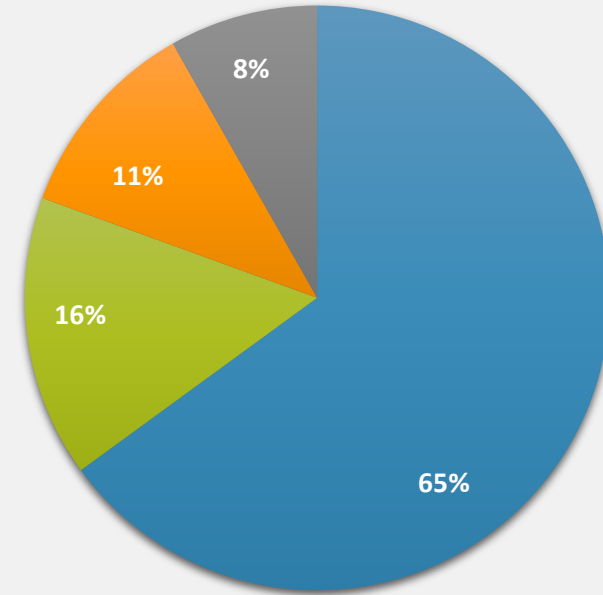
Metropolitan Planning Organization - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2020

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Payroll
- Prof. Services - Consulting
- Rent
- Other



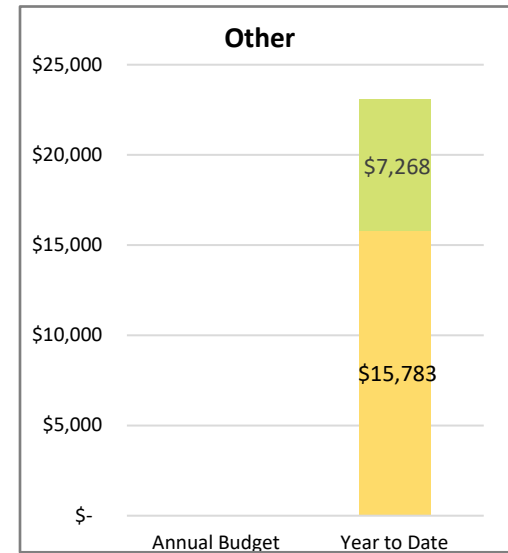
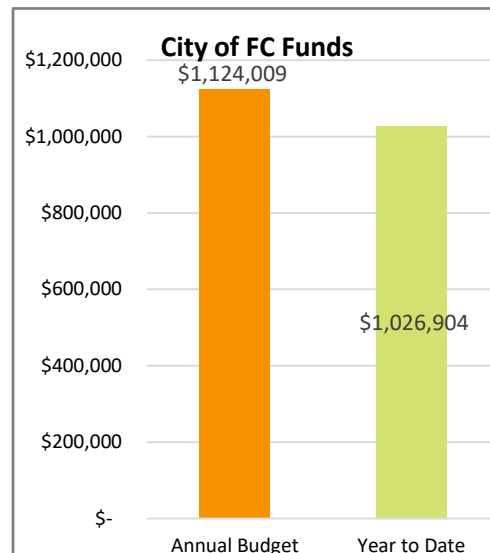
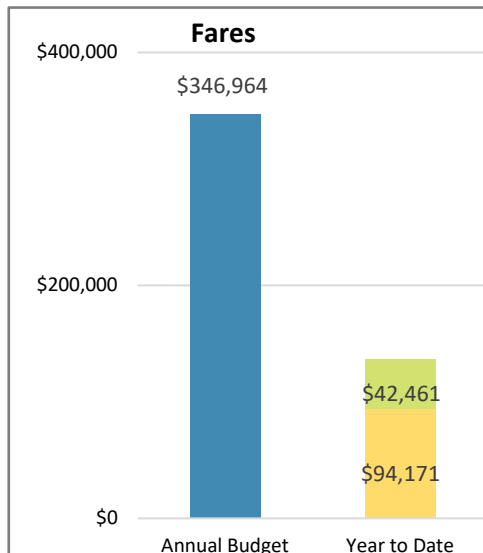
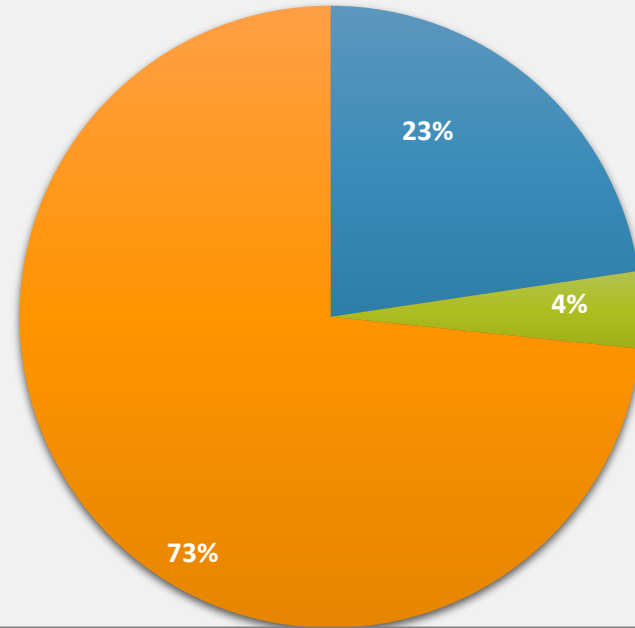
VanGo™ - REVENUE

Annual Budgeted Revenue vs. Revenue - 2020

Q1 Q2 Q3 Q4

Annual Budgeted Revenue

- Fares
- Vehicle Sales
- City of FC Funds



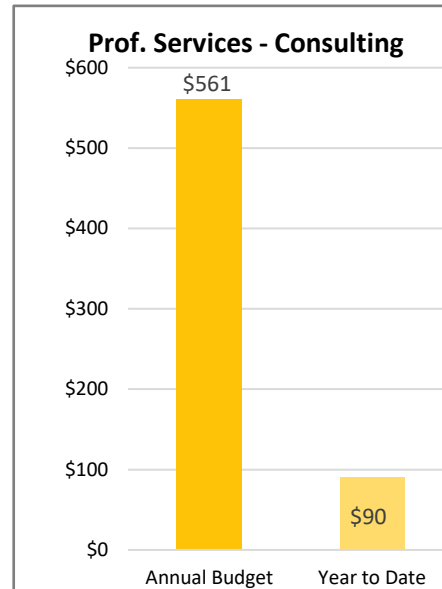
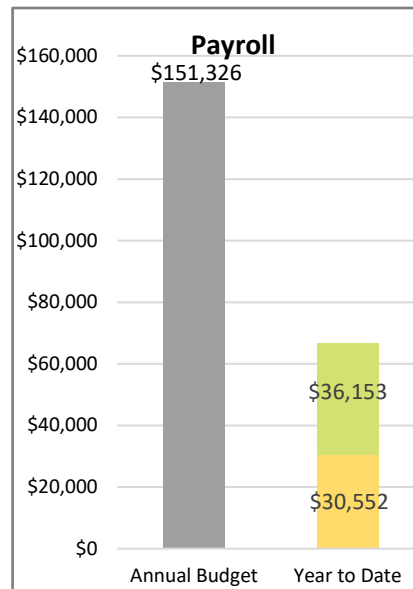
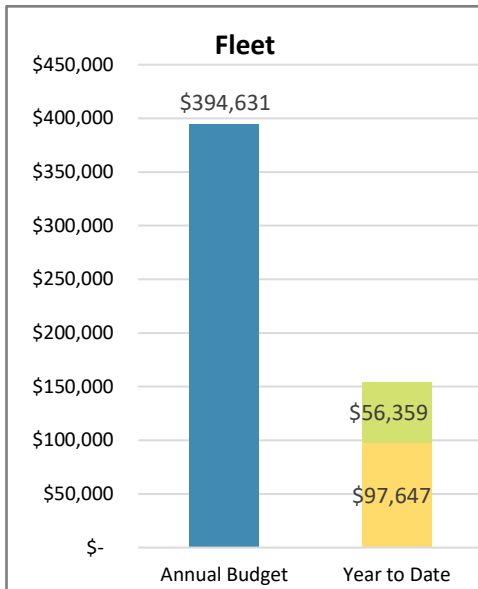
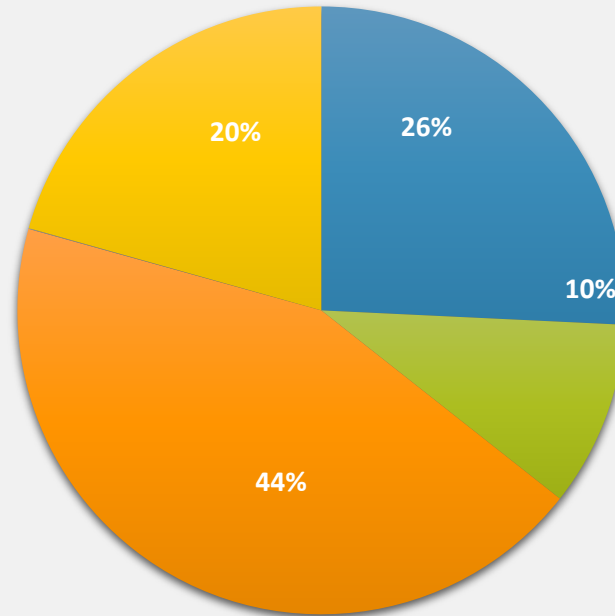
VanGo™ - EXPENSES

Annual Budgeted Expenses vs. Expenses - 2020

Q1 Q2 Q3 Q4

Annual Budgeted Expenses

- Fleet
- Capitalized Equipment/ Vehicles
- Other
- Payroll
- Prof. Services - Consulting



METROPOLITAN PLANNING ORGANIZATION
Statement of Net Position
June 30, 2020

ASSETS	
Cash and Cash Equivalents	\$ 740,667
Investments	535,699
Receivables	384,792
Due From Other Funds	29,941
Capital Assets, net	23,186
Total Assets	<u>1,714,286</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	\$ 65,441
Deferred Revenue	116,962
Advances From Other Funds	552,472
Accumulated Leave	35,892
Total Liabilities	<u>770,767</u>
FUND BALANCE	
Unreserved	793,113
Current Year Revenue over (under) Expenditures	150,406
Total Fund Balance	<u>943,519</u>
Total Liabilities and Fund Balance	<u>\$ 1,714,286</u>

METROPOLITAN PLANNING ORGANIZATION
Statement of Revenues, Expenditures & Changes in Fund Balance
For the Six Months Ending June 30, 2020

	2nd Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
REVENUE						
FHWA-Federal Income-CPG	\$ 249,415	\$ 503,343	\$ 798,402	\$ 295,059	63.04%	(1)
FHWA-Federal Income-STBG	11,381	19,950	95,312	75,362	20.93%	(2)
FTA-Federal Income-Section 5304			8,400	8,400	0.00%	(3)
FTA-Federal Income-5310	15,361	21,266	26,622	5,356	79.88%	(4)
Federal Pass Through		38,544	38,972	428	98.90%	(5)
State-CDPHE	6,036	9,718	25,000	15,282	38.87%	
State-MMOF			110,633	110,633	0.00%	(6)
State-FASTER			8,000	8,000	0.00%	(6)
Subtotal Grant Revenue	282,193	592,821	1,111,341	518,520	53.34%	
Local Match-Member Entities	57,945	115,741	205,607	89,866	56.29%	
100% Local			2,904	2,904	0.00%	
Transfer from VanGo			110,633	110,633	0.00%	(6)
Subtotal Local - All Sources	57,945	115,741	319,145	203,404	36.27%	
Other Funds		2,000		(2,000)	0.00%	
City of Fort Collins Funds	25,339	25,139	27,953	2,814	89.93%	(7)
Subtotal Revenue from Other Sources	25,339	27,139	27,953	814	97.09%	
Miscellaneous Revenue		932		(932)	0.00%	
Interest Earned	901	2,816		(2,816)	0.00%	(8)
Subtotal Other Revenue Sources	901	3,749		(3,749)	0.00%	
Total Revenue- Combined Sources	\$ 366,378	\$ 739,450	\$ 1,458,439	\$ 718,989	50.70%	
EXPENDITURES						
Administration	60,327	120,935	259,871	138,935	46.54%	
Transportation Planning	152,012	306,921	655,291	348,371	46.84%	
Mobility Management	9,312	17,571	32,344	14,773	54.33%	
Subtotal Payroll Expense	221,651	445,428	947,507	502,079	47.01%	
Professional Services & Consulting	22,866	35,025	227,221	193,179	14.98%	(9)
Subtotal professional Services & Consulting	22,866	35,025	227,221	193,179	14.98%	
Fleet Expense	6	6		(6)	0.00%	
Insurance Expense	881	1,738	3,179	1,441	54.68%	
Office Furniture/Equipment (non-cap)	80	582	16,331	15,749	3.56%	
Office Supplies	102	334	3,664	3,331	9.10%	
Communications (phone/data/fax)	4,591	7,710	12,982	5,273	59.39%	
Postage	36	276	1,082	806	25.51%	
Printing		15		(15)	0.00%	
Rent	39,046	78,780	163,884	85,104	48.07%	
Other Office Operating (Facility, Repairs, Furniture move)	856	1,775	4,206	2,431	42.20%	
Dues, licensing and Subscriptions	4,323	7,910	5,301	(2,609)	149.22%	(10)
Maintenance Contracts - Copier maintenance/usage	2,869	4,763	10,285	5,522	46.31%	
Software maintenance	1,447	18,473	84,269	65,796	21.92%	
Outreach	110	584	6,106	5,522	9.56%	(11)
Other Operating Costs	1,407	2,946	1,139	(1,807)	258.62%	(12)
Event/Meeting Expense	1,883	4,461	9,565	5,104	46.64%	
Indirect Costs	(37,646)	(69,460)	(140,685)	(71,226)	49.37%	
Travel/Conference/Training Expense	1,302	3,756	37,705	33,949	9.96%	(11)
Capitalized Equipment /Vehicles		5,398	16,875	11,477	31.99%	
Loan Payments			8,852	8,852	0.00%	(13)
Pass through Expenses		38,544	38,972	428	98.90%	(5)
Subtotal Other Expenses	21,294	108,591	283,711	175,120	38.28%	
Total Expenditures/Expenses	\$ 265,811	\$ 589,044	\$ 1,458,439	\$ 870,378	40.32%	
Excess(Deficiency of Revenue over Expenditures)	\$ 100,567	\$ 150,406	\$ -	\$ (151,389)		

METROPOLITAN PLANNING ORGANIZATION
Statement of Revenues, Expenditures & Changes in Fund Balance
For the Six Months Ending June 30, 2020

Explanation of Variances

Current Annual Budget Represents 9 months of UPWP Budget 2020 (Amendment 3) and 3 months of UPWP Budget 2021 (Original)

(1)	CPG Budget projected to be less in the 2nd and 3rd qtr and utilize more STBG Contract. Actual work tasks for STBG are minimal so more staff time is being charged to CPG than projected
(2)	STBG Contract funded at annual amount for 9 months. Budget estimated spending 100% by September 30, but actuals may be less, dependent on work tasks
(3)	Due to the difference between UPWP budget and MPO Calendar budget. Contract complete in 2019.
(4)	Staff time spent on pass through grant and proportionate indirect costs spent grant down faster than 50% during first two quarters of 2020.
(5)	Purchase.
(6)	MMOF and FASTER grant contract for One Call One Click Center and MMOF Grant for Transit Analysis not executed by CDOT.
(7)	100% of the FC Exchange funds for Mobility received in 2nd qtr, variance is due to difference between UPWP budget and MPO Calendar budget
(8)	Interest is not budgeted and used to build up operating reserve
(9)	Household Survey is budgeted for 4th qtr and Transit Analysis can begin after MMOF contract is executed by CDOT
(10)	Dues, licensing and Subscriptions are primarily paid for in the 1st qtr and are annual.
(11)	Outreach events have been cancelled and travel to conferences has been cancelled and virtual trainings and outreach are taking place.
(12)	IT Back-up expense recorded here, but budgeted under software maintenance.
(13)	Per Loan Agreement, payment will be made in September

VANGO
Statement of Net Assets
June 30, 2020

ASSETS	
Cash and Cash Equivalents	\$ 55,817
Investments	4,118,992
Receivables	566
Advances to Other Funds	535,669
Loan Receivable	16,803
Capital Assets, net	<u>621,959</u>
Total Assets	<u><u>\$ 5,349,806</u></u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	\$ 6,169
Deferred Revenue	14,789
Due to Other Funds	29,941
Accumulated Leave - Due in less than one year	3,749
Accumulated Leave - Due in more than one year	<u>1,336</u>
Total Liabilities	<u>55,984</u>
FUND BALANCE	
Unreserved	4,427,789
Current Year Revenue over (under) Expenditures	<u>866,033</u>
Total Fund Balance	<u>5,293,822</u>
Total Liabilities and Fund Balance	<u><u>\$ 5,349,806</u></u>

VANGO
Revenue, Expenditures and Changes in Fund Balance
For the Six Months Ending June 30, 2020

	2nd Qtr Actual	Year to Date Actual	Annual Budget	Year to Date Variance	% Complete	
REVENUE						
Program Revenue - Fares	42,461	136,632	346,964	210,332	39.38%	(1)
Sale of Vehicles			61,250	61,250	0.00%	(2)
City of Fort Collins Funds	1,026,904	1,026,904	1,124,009	97,105	91.36%	(3)
Subtotal VanGo Revenue-All Sources	1,069,365	1,163,536	1,532,223	368,688	75.94%	
Interest Earned	7,268	23,051		(23,051)	0.00%	(4)
Subtotal Other Revenue Sources	7,268	23,051		(23,051)	0.00%	
Total Revenue- Combined Sources	\$ 1,076,633	\$ 1,186,586	\$ 1,532,223	\$ 345,637	77.44%	
EXPENDITURES/EXPENSES						
Fleet Insurance	24,599	49,198	119,960	70,763	41.01%	
Fleet Motor Fuel & Oil	9,625	36,644	101,006	64,362	36.28%	
Fleet Repairs & Maintenance	19,925	63,754	162,503	98,749	39.23%	
Fleet Repairs & Maintenance-Insurance Deductible	2,000	3,500	2,939	(561)	119.07%	
Guaranteed Ride Home			1,223	1,223	0.00%	
Fleet Other	210	911	7,000	6,089	13.01%	
Subtotal Fleet Expense	56,359	154,006	394,631	240,625	39.03%	
VanGo Payroll	36,153	66,705	151,326	84,622	44.08%	
Professional Services and Consulting		90	561	471	16.05%	
EXPENDITURES						
Office Furniture/Equipment (non-cap)	84	84		(84)	0.00%	
Communications (phone/data/fax)	20	22	1	(21)	2205.05%	
Postage	9	9	102	94	8.33%	
Credit Card Fees	1,133	5,341	15,795	10,454	33.81%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			78	78	0.00%	
Dues, Licensing and Subscriptions	168	395	2,753	2,358	14.34%	
Maintenance Contracts - Copier maintenance/usage	5,267	5,452	28,661	23,210	19.02%	
Bad Debt	(75)	375	2,000	1,625	18.77%	
Rideshare Promotion	8,670	18,814	19,310	496	97.43%	(5)
Event/Meeting Expense		(250)	2,482	2,732	-10.07%	
Indirect Costs	37,646	69,460	131,821	62,362	52.69%	
Travel/Conference/ Training		52	4,085	4,033	1.27%	
Capitalized Equipment/Vehicles			316,250	316,250	0.00%	(2)
Transfer to MPO			110,633	110,633	0.00%	(6)
Funding or (Use) of Reserves			351,733	351,733	0.00%	(7)
Subtotal Other Expenses	52,922	99,753	985,705	885,952	10.12%	
Total Expenditures/Expenses	\$ 145,434	\$ 320,554	\$ 1,532,223	\$ 1,211,669	20.92%	
Excess(Deficiency) of Revenue over Expenditures)	\$ 931,199	\$ 866,033		\$ (866,033)		

VANGO
Statement of Revenues, Expenditures & Changes in Fund Balance
For the Six Months Ending June 30, 2020

Explanation of Variances

Current Annual Budget Represents 9 months of UPWP Budget 2020 (Amendment 3) and 3 months of UPWP Budget 2021 (Original)

- (1) UPWP Budget 2021 does not account for any decreased ridership due to COVID and includes a 2.5% fare increase. This will need to be evaluated and budget amended as needed later in the year.
- (2) Budgeted for vehicle replacement and was put on hold for 2020 due to availability of vehicles and decreased ridership due to COVID
- (3) Fort Collins Exchange funds billed in 2nd Qtr at 100%, budget variance is due to differences in UPWP and MPO Calendar year budget. The 2021 UPWP projects 2nd two CARES Act Payments.
- (4) Interest is not budgeted and used to build up operating reserve
- (5) Includes cost to wrap vans
- (6) Transfer to MPO related to 50% match for MMMOF funding. Waiting on contracts from CDOT.
- (7) No expenses will be shown against the funding of reserve, this is a budget only account and reflects estimated excess FC Exchange Revenue as a result of CARES act that will not be spent In 2021.

<u>2nd Quarter Professional Services & Consulting</u>	Year-to-Date			
	2020	2020		%
	Budget	Actual	Variance Under (over)	
<u>Professional Services & Consulting</u>				
<u>Administration</u>				
<u>Information Technology Services</u>				
Greystone	\$ 30,664	\$ 14,250	\$ 16,414	46.47%
Njevity	\$ 3,233	\$ 740	\$ 2,493	22.89%
<u>Audit Services</u>				
MHP LLC	\$ 18,594	\$ 13,500	\$ 5,094	72.61%
<u>Legal Services</u>				
'Hoffmann, Parker, Wilson & Carberry PC	\$ 19,554	\$ 878	\$ 18,677	4.49%
<u>Human Services</u>				
Employers Council-HR Services	\$ 1,048	\$ 90	\$ 958	8.59%
<u>Other Admin</u>	\$ 5,400			
Total Administration	\$ 78,493	\$ 29,458	\$ 43,635	37.53%
<u>Planning</u>				
Household Survey	\$ 57,500	\$ -	\$ -	0.00%
Larimer County Senior Transportation Implementation Plan-§5304	\$ 10,500	\$ -	\$ 10,500	0.00%
UrbanSims	\$ 2,030	\$ 2,000	\$ 30	98.52%
Transit Analysis	\$ 62,500	\$ -	\$ 62,500	0.00%
Legal Services	\$ 192	\$ 23	\$ 169	11.75%
Translation Services	\$ -	\$ 100	\$ (100)	#DIV/0!
Total Planning	\$ 132,722	\$ 2,123	\$ 73,099	1.60%
<u>One Call One Click</u>				
Americorps VISTA Volunteers	\$ 10,500	\$ 983	\$ 9,517	9.36%
Total Mobility	\$ 10,500	\$ 983	\$ 9,517	9.36%
<u>Mobility</u>				
Translation Services	\$ 328	\$ 200	\$ 128	61.07%
Volunteer Drivers Program	\$ 5,179	\$ 2,262	\$ 2,917	43.67%
Total Mobility	\$ 5,506	\$ 2,462	\$ 3,045	44.71%
MPO Year-to-Date Professional Services & Consulting Total	\$ 227,221	\$ 35,025	\$ 129,296	15.41%
<u>VanGo™ Program</u>				
Njevity	\$ 436	\$ -	\$ 436	0.00%
Legal Carberry	\$ 125	\$ 90	\$ 35	72.00%
VanGo™ Year-to-Date Professional Services & Consulting VanGo Total	\$ 561	\$ 90	\$ 471	16.05%
Year-to-Date Professional Services & Consulting VanGo Total	\$ 227,781	\$ 35,115	\$ 129,767	15.42%

North Front Range Transportation & Air Quality Planning Council
 Schedule of Expenditures of Federal Awards
 2nd Quarter 2020

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Total Federal Expenditures
<u>U.S. Department of Transportation</u>			
Passed through Colorado Department of Transportation			
<i>Highway Planning and Construction Cluster:</i>			
Highway Planning and Construction	20.205	20-HTD-ZL-03071	\$ 503,343
Highway Planning and Construction	20.205	20-HTD-ZL-03170	<u>19,950</u>
Total Highway Planning and Construction Cluster			523,293
 <i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	20-HTR-ZL-03140	21,266
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	19-HTR-ZL-00012	<u>38,544</u>
Total Transit Services Programs Cluster			59,810
Total U.S. Department of Transportation			<u>583,103</u>
Total Federal Financial Assistance			<u><u>\$ 583,103</u></u>

North Front Range Transportation and Air Quality Planning Council
 Cash and Investment Institution Listing
 As of June 30, 2020

Institution	Account Number	Balance as of June 30, 2020		
		MPO	VanGo	Total
Cash				
1st National Bank	8629	\$ 740,591.96		\$ 740,591.96
Pending Transfer	8629			
1st National Bank	7343		\$ 55,816.83	\$ 55,816.83
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 740,666.96	\$ 55,816.83	\$ 796,483.79
Investments				
COLOTRUST	8001	\$ 535,699.01	\$ 4,118,992.37	\$ 4,654,691.38
Pending Transfer				
Total Investments		\$ 535,699.01	\$ 4,118,992.37	\$ 4,654,691.38
Total Savings and Investments		\$ 1,276,365.97	\$ 4,174,809.20	\$ 5,451,175.17

Operating Reserves		Capital Reserve	Deferred Revenue	Reserved for Specific Use	Other	Total
MPO	VanGo	VanGo	MPO	VanGO	VanGo **	
\$ 740,591.96						\$ 740,591.96
\$ (479,676.00)						\$ (479,676.00)
	\$ 55,816.83					\$ 55,816.83
\$ 75.00						\$ 75.00
\$ 260,990.96	\$ 55,816.83	\$ -	\$ -	\$ -	\$ -	\$ 316,807.79
\$ 359,971.01	\$ 458,749.17	\$ 388,817.31	\$ 175,728.00	\$ 725,000.00	\$ 2,546,425.89	\$ 4,654,691.38
					\$ 479,676.00	\$ 479,676.00
\$ 359,971.01	\$ 458,749.17	\$ 388,817.31	\$ 175,728.00	\$ 725,000.00	\$ 3,026,101.89	\$ 5,134,367.38
\$ 620,961.97	\$ 514,566.00	\$ 388,817.31	\$ 175,728.00	\$ 725,000.00	\$ 3,026,101.89	\$ 5,451,175.17
a	b	c	d	e	f	

- a) Using 2020 Budget Amendment 2, the MPO Operating Reserve is \$269,639 underfunded. Current Operating reserve calculated 4.3 months
 - b) Using 2020 Budget Amendment 2, the VanGO Operating Reserve is fully funded. Current Operating reserve calculated 6 months
 - c) Using 2019 Fleet Asset Value, the VanGo Capital Reserve is fully funded at 21% of the total value
 - d). Deferred revenue of the MPO is made up of local match unspent to date
 - e) VanGo Reserves designated as match for Transit Analysis and One Call One Click Center
 - f) Excess reserves of VanGo above required capital and operating per policy
- MPO Cash Account includes 5307 funding of \$479,676 in 5337 funding that is transferred in July.

2020 Adopted Budget (Budget Amendment 2)	\$ 1,862,472	\$ 1,029,132
Required Operating Reserve per Policy	\$ 931,236	\$ 514,566
Shortfall of Operating Reserves Per Policy	\$ (310,274)	\$ -
Operating Reserve Calculation	4.0	6.0
Fleet Equipment Balance 2019 Audit		\$ 1,851,511
Capital Reserve Calculation		21%



MEMORANDUM

To: NFRMPO Planning Council

From: Ryan Dusil

Date: August 6, 2020

Re: NFRMPO Regional Active Transportation Plan (ATP)

Background

The NFRMPO is early in the development of the *Regional Active Transportation Plan (ATP)*. The ATP is an update to the *2013 Regional Bicycle Plan* and *2016 Non-Motorized Plan*. The ATP will fulfill the federal requirement for the NFRMPO to address bicycle and pedestrian planning as part of the *Regional Transportation Plan (RTP)*. The ATP will update and expand on many components in these two existing plans, including:

- Consolidated summary of the existing active transportation conditions, programs, policies, and data;
- Tools, analysis, and guidance supporting local and regional planning and funding efforts;
- Recommendations for improving local and regional active transportation planning efforts; and
- Segment-by-segment analysis of each Regional Active Transportation Corridor (RATC), previously called Regional Non-Motorized Corridors (RNMCS), including identification of infrastructure standards, critical gaps, important local connections, necessary partnerships, and priority segments.

The anticipated timeline for the ATP is:

Period	Tasks
Spring and Summer 2020	Collect and analyze available data, engage stakeholders and planning partners, reach out to public
Fall and Winter 2020	Continue with tasks listed above, as needed, and create the ATP document
Early 2021	Planning Council adoption of the ATP

To date, NFRMPO staff have discussed the ATP with the public at two events (Loveland and Fort Collins), the Weld County Mobility Committee (WCMC), the Larimer County Mobility Committee (LCMC), the NoCo Bike & Ped Collaborative, the Mobility & Access Priority Group (MAPG), the NFRMPO Technical Advisory Committee (TAC), and has held one virtual ATP Steering Committee meeting. Desired plan components identified in these meetings include:

- Detailed guidance on bicycle and pedestrian facility design standards;
- Increased focus on equitable access to active transportation opportunities, especially for low-



- income and minority populations, older adults, and individuals with disabilities; and
- Emphasis on emerging micromobility solutions, such as electric bicycles and scooters.

NFRMPO staff plan to engage local agency staff in individual community meetings, various local advisory boards, and the public through a survey and other strategies consistent with Colorado Safer-At-Home guidelines. Staff are also developing an *ATP* survey to collect public feedback on what factors determine their mode choice for various trip types and what improvements would be most likely to increase their participation in active transportation.

***ATP* Webpage:** <https://nfrmpo.org/bike-ped/active-transportation-plan/>

Community Remarks interactive public input page: <https://communityremarks.com/northfrontrange/>

Action

Staff request Planning Council members provide feedback on the direction of the *ATP* and what components would be particularly helpful to local active transportation planning efforts. Staff would also like assistance identifying additional groups to engage and promoting the Community Remarks webpage as well as the *ATP* survey once it is finalized.

Regional Active Transportation Plan (ATP)

NFRMO Planning Council



North Front Range
Metropolitan
Planning
Organization



August 6, 2020

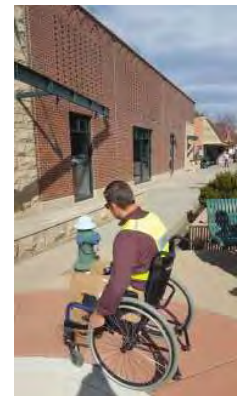
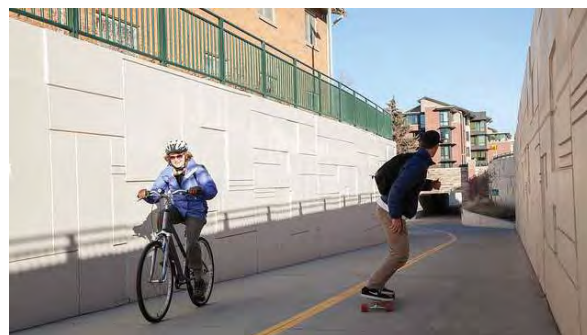
What is Active Transportation?



North Front Range
Metropolitan
Planning
Organization

Human-powered* and human-scaled modes of transportation
pedestrian (walk or roll), bicycle, scooter, skateboard, etc.

*includes electric assist



What is the Active Transportation Plan (ATP)?

- An update to our shared regional vision for improved active transportation within and between communities
- A guide to active transportation planning in the region
- Timeline
 - **Spring and Summer 2020** – Data collection and analysis, initial stakeholder engagement, public outreach
 - **Fall and Winter 2020** – Plan Development
 - **Early 2021** – Plan Adoption

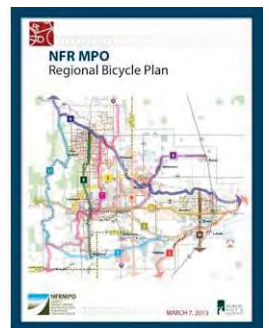


3

Regional Active Transportation Plan

Background

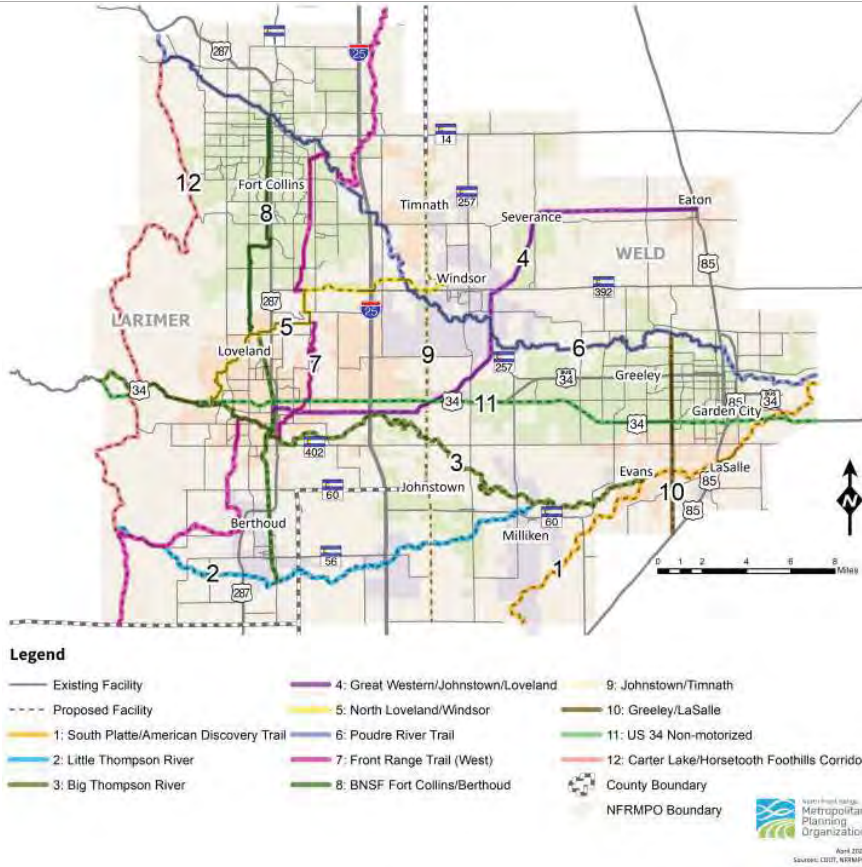
- **2013 Regional Bicycle Plan**
 - Consolidated summary of the existing bicycle infrastructure, data, and design standards
 - Socioeconomic analysis of access to bike facilities
 - Identification of 12 Regional Bicycle Corridors and important local connections and enhancements
 - Tools to support local bicycle planning and accommodation initiatives
 - Guidance to help the region pursue state, federal, and other funding opportunities
- **2016 Non-Motorized Plan**
 - Updated and expanded on the 2013 Regional Bicycle Plan
 - Expanded the focus to include pedestrian travel



4

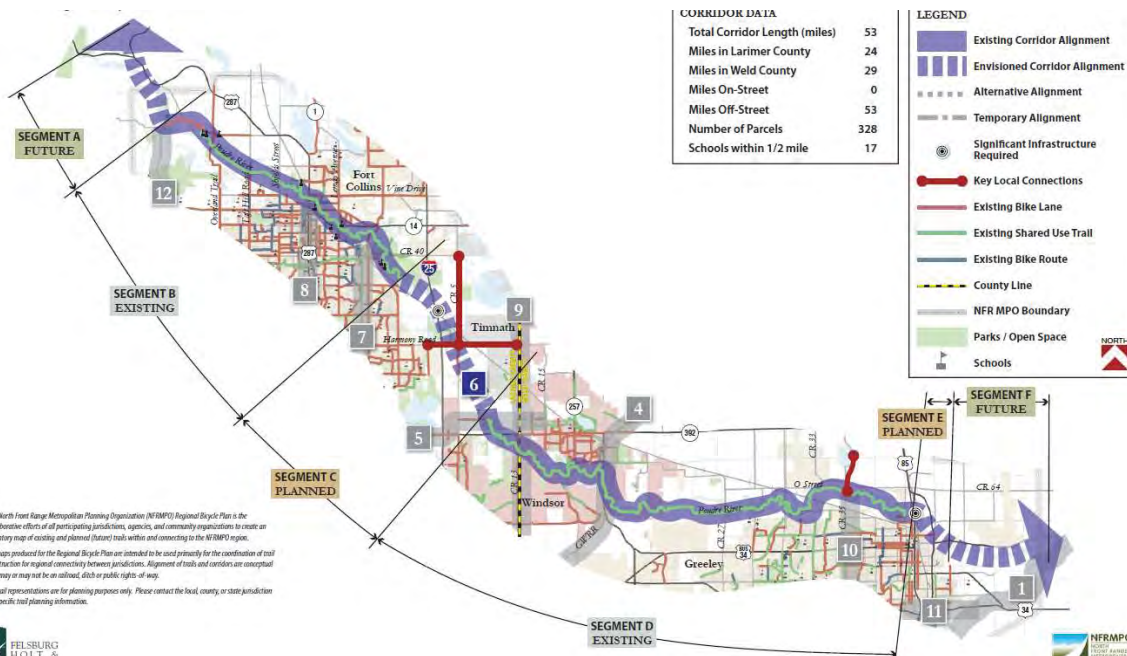
Regional Active Transportation Plan

Regional Active Transportation Corridors (RATCs)



5

Initial goals for the ATP



6

Initial goals for the ATP (continued)

Table 4.6 Corridor #6 – Poudre River Trail

Segment	STATUS	JURISDICTION START	JURISDICTION END	DESCRIPTION	PLAN	
	PLANNED	Larimer County	Larimer County	This segment would connect with the Carter Lake to Horseshoe Corridor (#12) before leaving the NFRMPO region towards the mouth of the Poudre River, Ted's Place, and Laramie along the proposed alignment of the Colorado State Park's Front Range Trail.	LC C F	
		PARKS / NATURAL AREAS • Poudre River Canyon • Watson Lake				TRANSIT CONNECTIONS N/A
	FUTURE	Larimer County	Fort Collins	This segment is currently constructed and intersects with two regional corridors: the Front Range Trail (West - #7) and the BNSF Corridor (#8).	LC C F	
		PARKS / NATURAL AREAS • Lion's Park • Lee Maritime Park • Riverbend Ponds Natural Area				TRANSIT CONNECTIONS 59
	PLANNED	Fort Collins	Larimer County	This segment has received Greater Outdoor Colorado funding (2012) to connect Fort Collins to Timnath and close proximity Windsor over I-25 and through portions of Larimer County. The segment will include the first bicycle and pedestrian bridge over I-25 in the NFRMPO Region. The corridor will provide the bicycle commuter access to the Harmony Park and Ride and a likely future transit connection into Fort Collins.	LC C F T	
		PARKS / NATURAL AREAS • Arapahoe Bend Natural Area • River Bluffs Open Space				TRANSIT CONNECTIONS N/A
Key Local Connections 		Downtown Timnath	Bike lanes along Harmony connecting this corridor to Timnath to Johnstown Corridor (#9) and the Harmony Park and Ride.			
Key Local Connections 		North Timnath	Bike lanes or shared use trail parallel to ICR 5 to connect North Timnath residents and Timnath Reservoir along ICR 40.			



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Public Feedback

Built Environment Learning Series: Connecting Transportation and Health (Loveland)

Fort Collins Transportation Projects Fair

What do you see as the largest barrier(s) to safer and more reliable biking or walking in your community?

- Funding
- Lack of connectivity
- Lack of direct routes
- Lack of adequate separation and protection between modes
- Driver behavior, speed limits, designs encouraging high speeds
- Lack of decision maker support
- Too much space allocated to vehicles
- Low fuel prices
- Lack of incentives
- Lack of safe, regular crossings
- Perception of cyclists and pedestrians

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Steering Committee



- Aaron Buckley - CSU
- Aaron Fodge – CSU
- Abdul Barzak – Town of Severance
- Allison Baxter - City of Greeley
- Amanda Mansfield – City of Fort Collins
- Dave Dixon – Bike Fort Collins
- Katie Guthrie – City of Loveland Public Works
- Leslie Beckstrom – Weld County Department of Public Health and Environment
- Liz Young Winne – Larimer County Department of Health and Environment
- Mitch Nelson – Town of Severance
- Nancy Nichols – City of Fort Collins

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Regional Active Transportation Plan

Other Stakeholders Engaged



- NoCo Bike & Ped Collaborative
- Weld County Mobility Committee (WCMC)
- Larimer County Mobility Committee (LCMC)
- Mobility & Access Priority Group (MAPG)
- Partnership for Age-Friendly Communities (PAFC)
- NFRMPO Technical Advisory Committee (TAC)
- Greeley Citizen Transportation Advisory Board (CTAB)

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Regional Active Transportation Plan

Themes

- **Equity**
- **Aligning local and regional priorities**
- **Segment-level analysis of the Regional Active Transportation Corridors (RATCs)**
- **More focus on youth, older adults, and individuals with disabilities**
- **Emerging micromobility solutions (electric bikes, scooters, and skateboards, bike share etc.)**
- **First- and last-mile connections**
- **Funding outlook and strategies**

Guidance

- **Infrastructure standards**
- **Regional wayfinding elements**
- **Best practices (policies and programs)**

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[Regional Active Transportation Plan](#)

Steering Committee Feedback (continued)

Survey Themes

- **Why is biking or walking not your first travel mode choice?**
- **What would cause you to bike or walk more often?**

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[Regional Active Transportation Plan](#)

Next Up

- Larimer County Department of Health and Environment (LCDHE) Built Environment Leadership Team – August 12
- Loveland Transportation Advisory Board – August 13
- Fort Collins Transportation Board – August 19

Discussion

What kind of regional guidance would be most useful to your community?

1. **Community Remarks interactive tool:**
communityremarks.com/northfrontrange/
2. **Project Landing Page:** nfrmpo.org/bike-ped/active-transportation-plan/
3. **Survey: Coming soon!**



MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon and Ryan Dusil

Date: August 6, 2020

Re: Environmental Justice (EJ) Plan

Background

The NFRMPO is in the process of developing its first ever *Environmental Justice (EJ) Plan*. The USDOT defines EJ as the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.¹ The NFRMPO must analyze the EJ impacts of its programs because the agency receives federal funding. Although an *EJ Plan* is not a federal requirement, it is considered a best practice. The purpose of the *EJ Plan* is to assess how the NFRMPO can make its transportation planning processes more equitable and assist local agencies in doing the same. The *EJ Plan* will include the following components:

- A report analyzing the existing EJ conditions in the region, including historical context, analysis of available data, survey summary, and an overview of planning processes and resources across the region;
- Recommendations to increase the accessibility and equity of transportation planning processes across the region and encourage partnerships; and
- A toolkit/guidebook of EJ best practices and resources to support planning efforts of local agency staff and other planning partners.

The anticipated timeline for the *EJ Plan* is:

Period	Tasks
Spring and Summer 2020	Collect and analyze available data, engage important stakeholders and planning partners, reach out to public
Fall 2020	Continue with tasks listed above, as needed, and create the <i>EJ Plan</i> document
Winter 2020/2021	Planning Council adoption of the <i>EJ Plan</i> and implementation of short-term recommendations

¹ <https://www.transportation.gov/transportation-policy/environmental-justice#:~:text=Innovation%20Resource%20Directorate-Environmental%20Justice,environmental%20laws%2C%20regulations%20and%20policies>



To date, NFRMPO staff have discussed the *EJ Plan* with the public at two events (Loveland and Fort Collins), the Larimer County Department of Health and Environment (LCDHE) staff and partners, various staff at the City of Fort Collins, the City of Evans, and the Weld County Department of Public Health and Environment (WCDPHE), the NFRMPO Technical Advisory Committee (TAC), as well as local non-profit agencies like La Familia/The Family Center. Desired *EJ Plan* components identified in these meetings include:

- Detailed guidance on accessible and consistent public engagement strategies and best practices in equitable planning and implementation, including the need to build partnerships and relationships beyond just occasional projects;
- Encouragement of additional EJ considerations through NFRMPO processes such as future Calls for Projects;
- Resources for communities to simplify language, increase transparency, and encourage more meaningful involvement from traditionally disadvantaged populations; and
- Exploration of tools and interfaces to centralize information and encourage ongoing feedback through programs such as the Transportation Improvement Program (TIP).

In the coming weeks, NFRMPO staff plan to engage partners such as the Town of Milliken, United Way of Weld County, the Northern Colorado Health Alliance (NCHA), the Weld County Family Leadership Commission, the City of Greeley Communication and Engagement Department, and founders of the Latino Northern Colorado podcast.

EJ Plan Webpage: <https://nfrmpo.org/environmental-justice/>

EJ Plan Survey

English: <https://forms.gle/jBPGnb39Ht1WFai69>

Español: <https://forms.gle/1ka5wunCEjZxgb8N7>

Action

Staff requests Planning Council members provide feedback on the direction of the *EJ Plan*, offer additional strategies to better engage these communities of concern and other partners, and assist with promotion of the *EJ Plan* survey.



Environmental Justice (EJ) Plan

Planning Council



North Front Range
Metropolitan
Planning
Organization

August 6, 2020

1

EJ Plan Purpose

- Make the NFRMPO transportation planning process more **equitable** and **accessible**
- Help local agencies do the same

2

EJ Plan

2

What is Environmental Justice (EJ)?



“The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

- Environmental Protection Agency

<https://www.epa.gov/environmentaljustice>

3

EJ Plan

3

What is Environmental Justice (EJ)?



Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

US DOT Order 5610.2(a): Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

4

EJ Plan

4

Environmental Justice (EJ)



The U.S. DOT Order applies to all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT components:

- Policy Decisions
- Systems Planning
- Metropolitan and Statewide Planning
- Project Development
- Environmental Review
- Preliminary Design
- Final Design Engineering
- Right-of-Way
- Construction
- Operations and Maintenance

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<https://www.transportation.gov/civil-rights/civil-rights-awareness-enforcement/faqs>

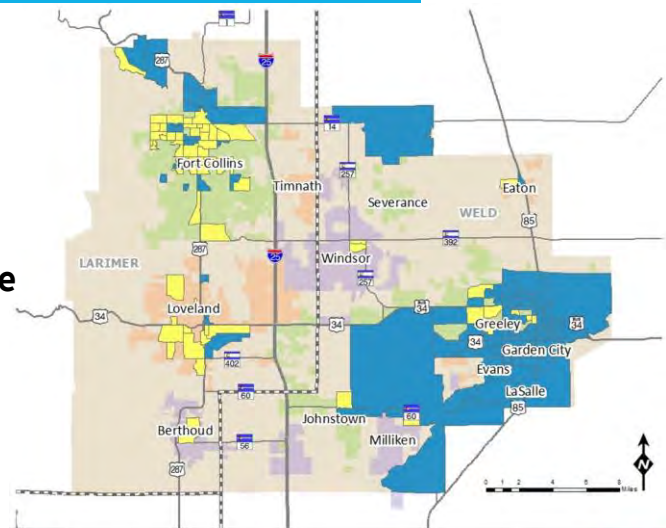
EJ Plan

5

Current Efforts: EJ Analysis



EJ analysis determines whether an activity will result in a **disproportionately high and adverse effect on human health or the environment.**



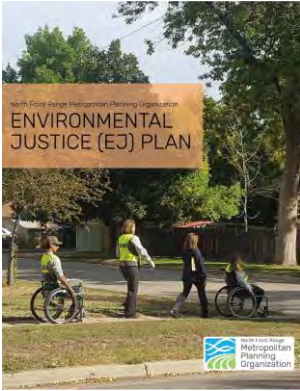
Legend
Low Income or Minority Population (Yellow square)
Low Income and Minority Population (Blue square)
NFRMPO Boundary (Dashed line)
County Boundary (Dotted line)

December 2018
Sources: CDOT, NFRMPO, HUD, US Census Bureau

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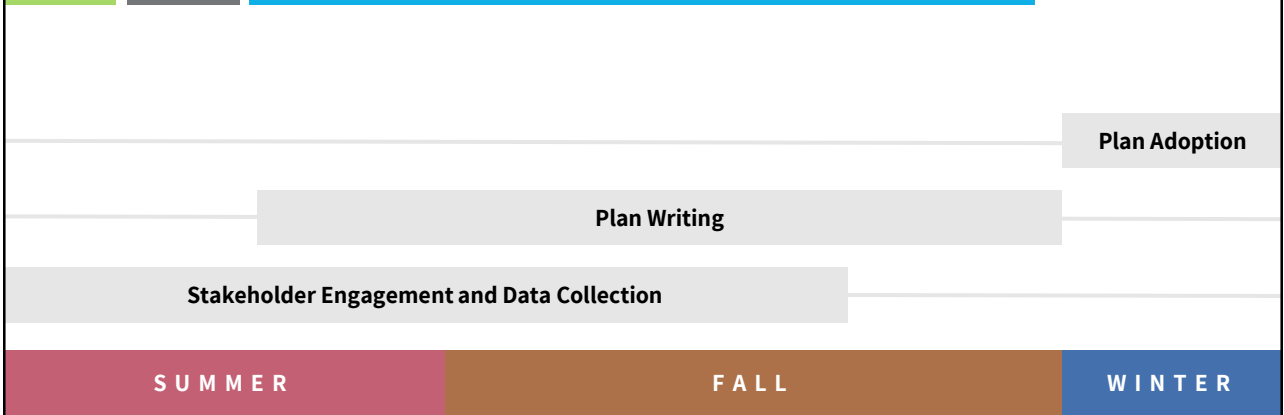
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EJ Plan Outline



- I. EJ Report / Existing Conditions**
- II. Recommendations** – increase the equity and accessibility of the planning process
- III. Local agency toolkit** – a guidebook of EJ best practices and resources for local agency staff

EJ Plan Timeline



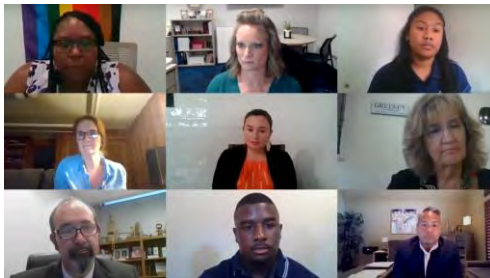
To date and Ongoing:



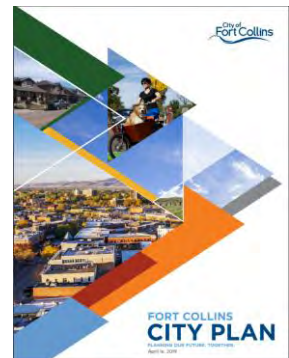
Coming Soon:



**Tell Me More Community Forum
(July 15)**



City Plan

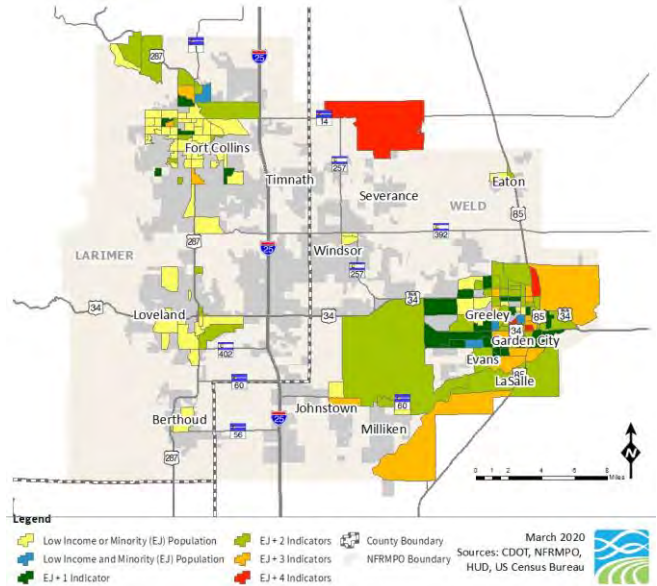


Recommendation – Expanded Analysis



Be more inclusive and focus limited resources:

- ***Low-Income***
- ***Minority***
- Limited English proficiency (LEP)
- Older adults
- Individuals with disabilities
- Zero-car households



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Potential Recommendations

Inclusion in Call for Projects criteria

- Ex. Madison Area MPO

Public Outreach Strategies Tool

- Ex. Miami-Dade TPO

Inclusive practices

- Ex. Local communities

More experiential learnings

- Ex. Walk audits, Bustang travel trainings

Better definitions (what is a burden or a benefit?)



12

12

1. Can you recommend other communities, agencies, and/or non-profits to reach out to?
2. General feedback



Staying Involved



EJ Webpage: <https://nfrmpo.org/environmental-justice/>

EJ Survey: <https://forms.gle/jBPGnb39Ht1WFai69>

Encuesta de JA: <https://forms.gle/GrUkGyyUCry6Qta36>

Social Media: @nfrmpo

Staying Involved



Ryan Dusil

Transportation Planner II

(970) 422-1096

rdusil@nfrmpo.org

Alex Gordon, PTP

Transportation Planner II/

Mobility Coordinator

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MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham & Becky Karasko

Date: August 6, 2020

Re: NFRMPO Safety Vision: Towards Zero Deaths Policy Discussion

Background

At the January 9, 2020 Planning Council meeting, NFRMPO Staff presented the NFRMPO's 2016-2020 Safety Performance Targets. As in previous years, NFRMPO staff and TAC recommended the support of the State's targets over the creation of regionally specific targets due to the lack of availability of data in a timely manner. Some Planning Council members felt a regional policy towards zero deaths should be created over the next year, in addition to the data driven performance targets.

The initial direction from Planning Council was to look at a policy that would embrace moving towards no fatalities. A Vision Zero Policy, which is *"a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all"*¹, is an aspirational goal, while the Federal Safety Performance Measures and Targets must be data driven. The Federal Performance Measures do not prevent the MPO from having a separate and overarching safety vision aimed at eliminating fatalities.

A regional Safety Vision will build off the ongoing safety work that the NFRMPO's member communities have been and continue to do. This vision will be in addition to the safety targets the NFRMPO must set annually and the Goals, Objectives, Performance Measures, and Targets (GOPMT) which were incorporated into the Regional Transportation Plan (RTP).

Following several months of discussion with TAC and a review of national examples of Towards Zero Deaths initiatives, CDOT's [2020-2023 Strategic Transportation Safety Plan](https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf)², TAC and Staff have developed the following Safety Vision:

- The NFRMPO acknowledges the importance of setting data driven targets for safety as the federal requirement for performance-based planning and programming.
- The NFRMPO recognizes there is a strong desire in the region to set more aspirational goals regarding road safety and there is no acceptable number of deaths or serious injuries on the road network.
- The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:

¹ <https://visionzeronetwork.org/about/what-is-vision-zero/>

² <https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf>



- Continue prioritizing safety in future NFRMPO calls for projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Management Process (CMP), Regional Transportation Plan (RTP), etc.*);
- When possible, provide regionally specific crash data to compare to statewide crash data;
- Identify crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

Action

Staff requests Planning Council review the proposed policy statements for discussion at the Planning Council meeting.



NFRMPO Safety Vision: Towards Zero Deaths Policy

Planning Council

North Front Range
Metropolitan
Planning
Organization

August 6, 2020

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Towards Zero Deaths

- Aligns with CDOT's policy as stated in the *2020-2023 Strategic Transportation Safety Plan (STSP)*
- In addition to federally required safety performance measures and *GOPMT*

MOVING TOWARDS
ZERO
DEATHS

2

NFRMPO Safety Vision

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Current Safety Initiatives




- **CDOT**
 - Moving Towards Zero Deaths
 - 2020-2023 Strategic Transportation Safety Plan (STSP)
- **Fort Collins**
 - Vision Zero Action Plan (in development)
 - Towards Zero Deaths Certified Community
- **Windsor**
 - Transportation Master Plan recommendation – Adopt and Promote a Town-wide toward Vision Zero Initiative
- **Transportation Plans currently being updated**
 - Loveland, Greeley, Evans, Weld County



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NFRMPO Safety Vision

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Policy Statements



- **The NFRMPO acknowledges the importance of setting data driven targets for safety as the federal requirement for performance-based planning and programming.**
- **The NFRMPO recognizes there is a strong desire in the region to set more aspirational goals regarding road safety and there is no acceptable number of deaths or serious injuries on the road network.**

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NFRMPO Safety Vision

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Policy Statements, continued



- **The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:**
 - **Continue prioritizing safety in future MPO calls for projects;**
 - **Analyzing all available crash data make more informed decisions for safety related projects;**
 - **Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Management Process (CMP), Regional Transportation Plan (RTP), etc.*);**

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NFRMPO Safety Vision

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Policy Statements, continued




- **When possible, provide regionally specific crash data to compare to statewide crash data;**
- **Identify crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.**

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NFRMPO Safety Vision

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Questions?



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NFRMPO Safety Vision

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STAC Summary – May 15, 2020

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
 - a) April STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
 - a) Transportation Commission:
 - i) The TC has had several special meetings recently, to look closely at the COVID budget impacts and considering how they'll handle those projects already committed. STAC is strongly encouraged to read the minutes of the April 16 and 21 meetings for very informative discussion.
 - b) STAC Discussion: none
- 3) **Update on Current Events** – Herman Stockinger
 - a) CDOT is down to 10 people agency who are in self-quarantine, down from a high of about 69 people who were self-quarantined due to exposure to family or coworkers or who had tested positive; Construction projects continuing to progress; About 95% of staff continue to work from home, and that will continue for the foreseeable future.
 - b) CDOT continues to have conversations about raising the \$150,000 contracting limit; previous conversations in 2018 had industry leaders saying they'd be supportive if CDOT would allow more maintenance work to be contracted in urban areas while CDOT does more of the rural maintenance; Support for raising the limit has continued to build in the two years since, but we don't expect to see the Legislature take it up this year. It'll be an issue we continue push next year.
 - c) STAC Discussion: A STAC member encouraged all members continue to push this conversation between now and next year. It's important to get this changed so rural areas can continue to get some projects done, particularly now with the economic downturn. Staff was asked whether they could provide STAC members with some talking points, data and history on the issue to understand the urban/rural issue. This would empower stakeholders to take the issue to CML or their legislators. Herman agreed to work to pull together some helpful materials.
 - d) Jeff Sudmeier – status on SB267 funding
 - i) Jeff has had daily conversations with the Treasurer's Office and with rating agencies;
 - ii) An important date we and rating agencies have been waiting for was the May 12 updated revenue forecast; With that released on Tuesday we're moving ahead with a number of steps needed;
 - iii) The final date for issuance of the COP's is fluid as they track the market to find the right time based on who else in the market that day and the volumes anticipated;
 - iv) We are confident that later this month or early June we will have completed that transaction.
 - e) STAC Discussion: A STAC member asked whether there might be some flexibility afforded on the contract end dates for agencies that are providing funding but may have difficulty with the economic downturn doing so in limited time and with limited revenues. Sudmeier agreed these are legitimate reasons to seek amendment to those expiration dates with FHWA. CDOT will also look at using toll credits, which is a tool we have with FHWA, to ease local match burden on locals by easing match requirements. Where these might be used, we'd have to reduce the scope of projects or find funding elsewhere to supplant what would have been the local match. Additional information is forthcoming on this.
- 4) **TPR Reports** – TPR Representatives
- 5) **Federal and State Legislative Report** – Andy Karsian (Office of Policy & Government Relations)



- a) State:
 - i) State legislature will come back again on the 25th as they continue to work on the specifics of the budget and the cuts they have to make. They also have to finalize some of the logistics about how they'll manage the legislative body for the three weeks they'll require to do the budget as well as the School Finance Act.
 - ii) The bulk of the Bills we'll see this year is expected to be those from the JBC, including a \$50 million suspension bill from the general fund for the SB267 payments. CDOT will cover those.
 - iii) There's also a delay of the SB01 Ballot Measure, which continues to be delayed; there are also some considerations to look at diverting some state MMOF funds to senior resources and services.
- b) STAC Discussion: none
- 6) **Affirmation of Commitment to 10-Year Strategic Pipeline of Projects** – Rebecca White (Division of Transportation Development) & Marissa Gaughan (Statewide and Multimodal Planning)
 - a) The 10-year Pipeline is an important plan to have in addition to the statewide plan and will provide important support as we deal with economic downturn.
 - b) STAC unanimously affirmed the 10-year Strategic Pipeline of Projects.
 - c) STAC Discussion: The important thing about the pipeline is the process, and we have that process to lean on when funding levels are cut.
- 7) **Budget and Project Impacts** – Shoshana Lew (Executive Director) and Rebecca White (Division of Transportation Development)
 - a) CDOT is continuing to explore how we execute our plans in a worst case scenario.
 - b) We have to consider what can be delivered in the 10-year pipeline, we are taking a tactical, technical approach to intentionally dealing with a very conservative scenario.
 - c) The goal is to not over-extend, and then build back in rather than take more out if we can, while preparing for what might last years, not months.
 - d) Important considerations include how we maximize equity statewide, and how any existing or additional federal stimulus funding might help locals now versus long term, and how we can use state funds to ease local match challenges.
 - e) Direction that staff and TC has thus far said includes 1) Stay true to the 10-year pipeline, 2) programming to the baseline level, while 3) being practical about the second tranche of SB267 projects by honoring those already awarded projects, proceeding with projects released by not yet awarded, and to honor those projects that received a federal grant or have partnership funding.
 - f) Options include reduced funding on multi-year projects; regional equity targets; maintaining rural paving; potential loss of \$50 million/year general fund transfers to debt service; reduction of year two SB267;
 - g) Recommended planning range is \$530-550 million
 - h) Looking at trimming I-25 North segments 7 & 8 while not derailing the scope of the project, and not budgeting the whole project in early years while they won't be spent for 18-24 months.
 - i) Staff is recommending: that remaining 267 year two funds be programmed in regions one, two, and three; leaving \$75 million left to be programmed; seek an additional loan of \$50 million from USDOT, assuming years 3 & 4 of SB267 won't be issued and we'll be covering years 1 & 2 debt service; maintain 25% rural paving target.
 - j) Should we not get the additional money on years 2022 and 2023, the portion of the I-25 project north of the Poudre would most likely be cut;
 - k) Should 2022 and 2023 be worse off, we have time to make necessary adjustments.



- l) STAC Discussion: Securing loans is not guaranteed; If I-25 south of Poudre isn't completed, it also loses Weld County's contribution;
 - m) STAC voted unanimously to recommend to the TC the CDOT staff recommendation in terms of adjusting the funding and moving in the direction of regional equity.
- 8) **Regional Transportation Plan Highlights** – STAC Representatives
- 9) **Statewide Plan Schedule Update** – Rebecca White and Marissa Gaughan, DTD
- a) The Statewide Transportation Plan final draft was sent to STAC last night.
 - b) This documents our statewide vision through 2045, satisfies all federal and state planning requirements and talks about aviation and freight rail and all the other components of a transportation system.
 - c) Out of concern for the general public to engage in the Public Comment period during the quarantine, CDOT will conduct the Public Comment for 60 days instead of 30. We will utilize virtual electronic means to make the plan review accessible and working with local stakeholders to get the word out.
 - d) The timing also satisfies our obligations associated with the Fiscal Year 2021 to 2024 STIP which is scheduled for adoption in June.
 - e) FHWA will have through May 25 for review; TC will review and comment at their May 21 meeting.
 - f) STAC is asked to provide this week their "fatal flaws" comments to the Plan and continue to submit other comments throughout the Public Review period.
 - g) SWP will be released for Public Comment, June 1 – July 30.
 - h) TC would be expected to approve the Final Plan in August.
 - i) STAC Discussion: A STAC member asked whether there was consideration to include something in the plan about how we're to handle the impacts of the COVID crisis. Staff stressed that the Plan is a long range vision that is not designed for short term events. The 10-year Pipeline can be helpful as we have to consider reduced spending. CDOT is, however, continuing to develop resiliency plans, which looks at how we handle unexpected and catastrophic events.
- 10) **Announcement of FY 2021-2024 Statewide Transportation Improvement Program** – Rebecca White and Jamie Collins, DTD
- a) The FY2021-2024 STIP has been out for public comment since a week and a half and is posted on the CDOT website.
 - b) Public Hearing will be held next week with the TC; anyone wanting to speak should RSVP to Jaime Collins;
 - c) Public Comment will end June 5, and TC will consider adoption on June 18.
 - d) As project adjustments are made due to COVID revenue impacts, we'll start STIP amendments though not likely until late July or later.
- 11) **Next STAC meeting will be June 12, 2020**
- 12) **Adjourn**



STAC Summary – Jun 12, 2020

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
 - a) May 2020 STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
 - a) Transportation Commission:
 - i) The TC has created a new Revitalizing Main Street program using the remaining \$4.1M of the state MMOF.
 - ii) The Statewide Transportation Plan (SWP) is out for public comment June 1 – July 30; TC to adopt in August.
 - iii) What have been previously called Temporary Resolutions by the TC are now changed to Proposed Resolutions in the agenda, until they are passed.
 - iv) Commissioners Gifford, Zink, and Beedy were named as members of TC officer Nomination Committee.
 - STAC Discussion: none
- 3) **Update on Current Events** – Jeff Sudmeier
 - a) SB267 COPs: Treasurer’s Office successfully issued the Year 2 SB267 COPs, which closed June 2.
 - b) Legislative State Budget changes:
 - i) Two years of the SB263 General Fund transfers of \$50M/year that pay for SB267 debt service;
 - ii) CDOT’s portion of SB267 debt service also increased \$12M/year for the next two years resulting in a total \$62M additional funding required of CDOT.
 - iii) \$49M SB267 COP proceeds were redirected to state controlled maintenance services.
 - iv) \$10M of CDOT’s state Multimodal Options Fund (MMOF) funds have been reverted back to the General Fund, reducing the program to \$4.1M.
 - c) Information on HUTF gas tax declines are on a lag of several months; related FY2021 budget adjustment discussions will begin in July when CDOT has more information.
 - d) FY2021 CDOT budgets are being examined to reduce all possible costs while continuing to deliver vital programs and services and preserve asset management services.

Shoshana Lew:

 - e) Toll credits availability being officially announced today;
 - f) Remaining state MMOF portion of \$4.1M has been allocated by the TC to a new program, Revitalizing Main Street Program, which offers small grants to local governments to implement local projects to accommodate more bike and pedestrian travel and outdoor dining.

STAC Discussion:

 - g) Questions arose as to where and how projects like those supported by the Revitalizing Main Streets program can be successful considering how busy our state highways are. Program managers are developing project standards and criteria to qualify, particularly on state highway system routes, to ensure they’re implemented without creating or worsening safety or mobility issues. It was also noted that no highway lanes may be reduced.
- 4) **State Legislative Report** – Andy Karsian (Office of Policy & Government Relations)
 - a) State legislature has passed the budget, reducing it by \$3.3B; session ends 6/13.
 - b) The SB1 trans bond ballot question directed to November’s election has been delayed.
 - c) Addition \$1M appropriated for CDOT to distribute to senior transportation service agencies not covered by CARES Act grants.
 - d) Next session starts in only six months; We expect several transportation issues to be heard.
 - e) STAC Discussion: none
- 5) **CDOT Budget and Project Impacts – Overview of TC discussions**

Rebecca White:

 - a) The TC indicates it is staying committed to the Statewide Transportation Plan (SWP) and the agreed 4-year list of projects even if phasing or longer executions are necessary; also
 - b) Agreed to honoring awarded projects, proceeding with those awarded but not given notice to proceed, and those receiving federal grant or partnership funding;



- c) TC currently supporting a list of 28 projects, including I-25 North project proposed to receive \$50M of Year-2 SB267 COPs and financing to be pursued immediately for the remaining needs.
- d) \$75M would be allocated in Regions 1, 2 & 3 to partially restore regional equity; Staff's goals are to stay true to the SWP and to projects previously approved by TC, given their state of project readiness.
- e) Next couple months' discussion will be about add-back projects, presuming the actual revenues are better than the worst-case scenario; selection will be grounded in TC priorities, plus the additional criteria identified based on current economic situation and the pandemic.
- f) Sophie Shulman: Staff are reaching out to transit providers to understand current needs and whether their priorities and funding availability changes what projects to consider;
- g) CDOT is using a similar approach to transit project selections as for highways but taking time to move ahead in a well-informed manner.

STAC Discussion: DTR is commended for getting the CARES Act funding distributed so quickly.

6) **Express Lanes Master Plan, Overview** – Nick Farber (HPTE)

- a) Phase II corridors were identified, with a range of design alternatives and the level of construction impacts on those corridors based on the design alternatives;
- b) Financial Feasibility is based on travel demand, traffic & revenue modeling and construction cost;
- c) Financial optimization strategy is to balance revenue maximization with congestion relief;
- d) Alternatives are rated using a Financial Index which indicates a corridors' financial feasibility, where a score of 2 is perfect; Alternatives also rated on Mobility Scores, where 5 is perfect.

STAC Discussion: Members asked how the Plan was to be used and the next steps. Staff indicated the resulting data supports our future planning and supports federal grant applications. The comprehensive look at the system also provides a more valuable and effective alternative in planning to one-off considerations of the individual corridors.

7) **Multimodal Options Fund Update** – Rebecca White (DTD) and Jeffrey Sudmeier (CFO)

- a) Funding and application announcements coming next week for the Revitalizing Main Streets Program, which will have a rolling application period designed to get funds out the door quickly.
- b) The \$1M Transportation Services legislative transfer will support 5310 senior transit agencies left out of the CARES Act grants; money to be distributed based on operating budgets; DTR will return in July with more details.
- c) MMOF Local projects:
 - i) A total of 106 projects selected, including 19 transit, 68 Bike/Ped construction, and 19 multimodal studies;
 - ii) \$2.4M remaining to be programmed;
 - iii) Approximately 21 IGAs and award contracts either underway or executed currently;
 - iv) CDOT is utilizing the \$4M admin set-aside to ensure we have the resources and staff needed to manage the awards and projects, including additional staff for contracting;
 - v) Contracts can be delivered to sponsors in under a month once they've provided project scope and budget.

STAC Discussion: Questions arose as to whether the MMOF funding expiration may be extended due to the COVID impacts. Staff indicated that if it becomes clear that is needed as we draw closer to expiration dates, CDOT will return to the legislature with a request and justification for an extension.

8) **Safety Performance Measures** – Charles Meyer & Alisa Babler, Traffic and Safety Engineering Branch

- a) Status was provided on the 2014-2018 5-year targets and an overview of national trends and Colorado's ranking relative to national target measures; Colorado met all its safety targets;
- b) CDOT now setting 2017-2021 5-year targets based on STSP, safety, demographic, economic and traffic factors;
- c) Draft targets: Fatalities – 603; Fatality Rate – 1.113; Serious Injuries – 3161; SI Rate – 5.828; non-motorized users – 551; Other targets: reduction of 2% in crashes, 2.5% of fatalities and rate, 2.9% serious injuries and rate;
- d) CDOT will be looking at how recent improved safety data reporting effects actuals in the future;
- e) Draft targets coming to MPOs, STAC and TC (final) in June; finals to NHTSA by July 1, and to FHWA by August 31.
- f) MPOs targets must be set by Feb. 28, 2021.

9) **2045 Statewide Plan and STIP**

- a) STIP: FY2021-2024 STIP going to TC for adoption on June 12 and will be active July 1
- b) SWP is out for 60-day public comment; STAC to review and TC to adopt in August

10) **Next STAC meeting will be July 10, 2020**



STAC Summary – July 10, 2020

1) **Welcome & Introductions – Vince Rogalski (STAC Chair)**

- a) June 2020 STAC Minutes approved without changes.

2) **Update on Current Events – Herman Stockinger**

- a) On June 18 we received news that CDOT has received a \$60.7 million federal INFRA grant for I-70 improvements on Vail Pass; CDOT thanks its Region and Policy Office staff who worked especially hard and contributed to the successful application.
- b) COVID-19 at CDOT is still limited to just a few cases, despite seeing a few more since the July 4 holiday.
- c) On July 1, the US House of Representatives passed the INVEST Act, a \$1.5 Trillion infrastructure bill. Thus far, that bill is not progressing and is not expected to be passed.

STAC Discussion: None.

3) **State Legislative Report – Andy Karsian (Office of Policy & Government Relations)**

- a) State legislature has concluded and in recess until they reconvene for the 73rd Session on January 13, 2021.
- b) We are developing our legislative agendas which are due to the Governor on July 15. The Governor will review those proposed items and give us feedback.
- c) In October/early November we'll hear what the Governor's budgetary items will be.
- d) Many bills that weren't heard last year are expected to come up in the next session.

STAC Discussion: none

4) **CDOT Budget Forecast Update (Informational Update) – Jeff Sudmeier, CDOT Chief Financial Officer**

Jeff Sudmeier:

- a) Update on revenue forecasts and our efforts to balance our budget
- b) Impacts from the broader state budget included \$62M/year of SB267 COP financing cost for two years, which we are absorbing by limiting priority projects.
- c) In addition are the HUTF impacts which will be absorbed in recommended base program reductions;
- d) We'll discuss those budget recommendations with STAC over the next two months.

Bethany Nicholas:

- e) We still can't reliably forecast, not knowing how COVID will change and affect driving in the coming months.
- f) Currently CDOT forecasts an estimated 3.65% decrease FY20-FY21 HUTF revenues and a return of driving volumes in FY22 that will be offset by increasing fuel efficiency resulting in .8% decrease amounting to revenue decreases for FY20 of \$17.4M and of \$45.4M for FY21.
- g) The Office of State Planning and Budget (OSPB) and the Legislative Counsel do separate revenue forecasts; CDOT's is right about in the middle of those two.
- h) Proposed reductions identified include: \$22M Headquarters building COPs, Surplus Debt Service \$21.5M, Work Plan reductions of \$6.3M. We need to find an additional \$13.1M to fill the gap.
- i) Options we could consider, but not necessarily a staff recommendation at this point include: Discretionary Programs, Cost Center Reversions and Year End project savings, or TC Contingency funds.
- j) Timeline: In August – adoption of final budget recommendation; September – review of FY2019-20 roll-forwards; October – adoption of budget amendments.

STAC Discussion: None.

5) **Transit Agency Financial Status (Informational Update) – David Krutsinger, Division of Transit and Rail (DTR)**

Presentation:

- a) CDOT surveyed about 48 transit agencies to ascertain their budget situations and needs, including their current and expected future revenues, plans to adjust capital or operations budgets, or both;
- b) The CARES Act provided much-needed rural transit stimulus funding of \$30M this year, but the survey indicated significant need still exists in FY21 budgets despite what the CARES Act provided.
- c) Most agencies expect between 41-60% drop in services, with senior services being the most impacted;
- d) 40% of agencies will make significant 2020-21 budget decisions with capital cuts 2-3 times those of operations;
- e) Agencies are also experiencing approximately 12% of increased costs related to COVID (safety precautions, etc.);
- f) Staff budget and project recommendations will be refined and reviewed in August;



g) Staff recommends the release of VW Settlement funds as planned in the August call for projects.

STAC Discussion: There was discussion on the amount and use of the \$39M CARES Act funding statewide, with 15% or \$6M going to inner-city agencies, \$30M going to rural agencies and the remaining to CDOT for managing the funds and assisting agencies collectively with messaging. Questions arose as to the effect of reduced transit on private driving and resulting HUTF revenues. Buses are half-full and therefore not decreasing; resulting driving won't be known until traffic volumes are reported. Airports are seeing large decreases in traffic; CDOT will invite the Aeronautics Division to speak to STAC at a future meeting.

6) **SB 267 Transit Project Update – Sophie Shulman, Innovative Mobility Director**

- a) CDOT awaited the results of a transit survey to inform our strategy to develop project budget recommendations;
- b) Our goals are to stay true to Your Transportation Plan, advance timely projects and those committed with partner funding, and to maintain regional equity as much as possible.
- c) CDOT's worst-case scenario projected \$92.4M of COP proceeds for transit projects;
- d) Of that, \$27.9M is generally agreed to "committed" projects;
- e) That leaves \$64.5M plus \$6M due to COP premiums to consider funding other projects.
- f) Considerations include projects with Mobility, Safety, Asset Management benefits and strategic projects with innovative or partnership funding opportunities.
- g) Staff presented the list of projects previously committed, and recommendations on non-committed projects.

STAC Discussion: Questions included whether projects are considered based on their economic benefit. Staff agreed to also look at economic impact. DRCOG emphasized that, in addition to the Hwy 119 mobility hub, CDOT needs to support the integration of the Hwy119 BRT into that hub and to building partnerships with the local governments to maximize the regional utility of the mobility hub.

7) **SB 267 Add Backs – Rebecca White, Division of Transportation Development (DTD)**

- a) Staff is developing different possible add-back scenarios for additional future funds beyond the worst-case projections, including a potential Phase 3 SB267 COP issuance and Federal stimulus funds;
- b) Recommendations are remaining true to the 10-Yr Pipeline, the goals of the SB267 program and to Regional equity, with a focus to get dollars into the economy quickly by maximizing project readiness.
- c) Currently, there is about \$107M to be programmed based on increased proceeds from year 2 COPs, reduced State general fund suspensions from 3 years to 2, and reduced SB267 debt service commitments.
- d) Staff's Phase I add-back proposes \$87M for projects and \$20M for pre-construction activities to ready our position for Phase II considerations. Phase II assumes \$500M of SB267 COP's and federal stimulus funding.
- e) Various CDOT staff presented each respective Region's proposed Phase I list of projects.

STAC Discussion: Discussion centered around regional equity in the proposed add-backs. Staff will consider the overall regional equity in both project budgets and in cuts to statewide programs affected by the HUTF revenues. Of particular concern is the impact the large Interstate projects have on the equitable share for those regions that tend to not get other non-interstate projects funded, including some that have been put off for decades. There was a request to look at regional equity while putting Interstate projects into its own category. Staff agreed to look at some figures and bring some analysis for consideration.

Tim Kirby:

- f) Phase II add-backs were proposed, bringing all regions very close to the original regional equity target while also maintaining if not improving the original rural paving program;
- g) Staff will recommend TC support Phase I proposal; Staff will continue to update STAC on Phase II considerations as we learn more about those possible future funding programs.

8) **2045 Statewide Plan:** STAC was reminded to submit comments while the plan is out for comment through July.

9) **New Grant Opportunities Update – Molly Bly, CDOT Healthy Communities Program Manager**

- a) Revitalizing Main Streets program has a rolling application period intended to get funds out quickly with smaller grants of no more than \$50,000 to ensure smaller communities have opportunity to take advantage;
- b) The Community Telework Challenge has \$5,000 grants to help communities adjust to work-from-home realities; all projects must implement and submit all billings by Dec. 1, 2020.
- c) Safer Main Streets Initiative (Formerly Urban Arterials Program) released July 9; application online at CDOT

10) **Next STAC meeting will be August 14, 2020**