

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
MEETING AGENDA
October 1, 2020

Call-in Number: [+1 \(872\) 240-3311](tel:+18722403311)
 Access Code: [230-353-405](tel:230353405)
<https://www.gotomeet.me/NFRMPO/october-nfrmpo-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- September 3, 2020 (Page 7)

[Lead Planning Agency for Air Quality Agenda](#)

COUNCIL REPORTS:

	Est. Time
3) Air Pollution Control Division (APCD) (Written)	
4) Regional Air Quality Council (RAQC) (Page 10) Mike Silverstein	(10 min.) 6:05

[Metropolitan Planning Organization Agenda](#)

REPORTS:

	Est. Time
5) Report of the Chair- • Items on the Agenda Dave Clark-Council Chair- City of Loveland	(5 min.) 6:15
6) Executive Director Report • Articles of Association Suzette Mallette- Executive Director	(5 min.) 6:20
7) Finance Committee (Page 13) (Written)	
8) TAC (page 15) (Written)	
9) Mobility (Page 16) (Written)	

ACTION ITEMS:

	Est. Time
10) September 2020 TIP Amendment (Page 22) Resolution 2020-19 Medora Bornhoft- Transportation Planner II	(5 min.) 6:25
11) FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations (Page 28) Resolution 2020-20 Medora Bornhoft	(5 min.) 6:30

DISCUSSION ITEMS:

	Est. Time
12) Transportation Services for Vulnerable Populations, Including Seniors (Page 38) Alex Gordon-Transportation Planner II/Mobility Coordinator	(5 min.) 6:35
13) MPO Boundary Update Becky Karasko/Suzette Mallette	(5 min.) 6:40
14) Executive Director's Evaluation Tom Donnelly-HR Committee Chair-Larimer County	(10 min.) 6:45

COUNCIL REPORTS:

Transportation Commission Kathleen Bracke- Transportation Commissioner	
CDOT R4 Update Heather Paddock- CDOT R4 Transportation Director	
I-25 Coalition Dave Clark	
STAC (Page 42) (Written)	
Host Council Member Report Troy Mellon- Town of Johnstown	(5 min.) 7:00

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions 7:05

NEXT MPO COUNCIL MEETING: November 5, 2020- Hosted by the City of Loveland



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

., 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, 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)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AWD	Average Weekday Traffic (also see ADT)
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 (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA PL112 & 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
EPA	Environmental Protection Agency
FAST ACT	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

GLOSSARY (cont'd)

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
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
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
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)
MDT	Model Development Team
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
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
NO_x	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
PL112	Federal Planning (funds)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRP	State Rail Plan
SRTS (<i>see TAP and TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STBG (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously TAP)	Transportation Alternatives program (a 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
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)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

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

**September 3, 2020
Virtual Meeting**

Voting Members Present:

Dave Clark- CHAIR	-Loveland
Dena Wojtach	-CDPHE
Lanie Isbell	-Eaton
Mark Clark	-Evans
Kristen Stephens	-Fort Collins
Brett Payton	-Greeley
Tom Donnelly	-Larimer County
Elizabeth Austin	-Milliken
Kevin Ross	-Weld County
Paul Rennemeyer	-Windsor
Kathleen Bracke	-Transportation Commission

Voting Members Absent:

Will Karspeck	-Berthoud
Fil Archuleta	-Garden City
Troy Mellon	-Johnstown
Paula Cochran	-LaSalle
Don McLeod	-Severance
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Medora Bornhoft, Transportation Planner II; Alex Gordon, Mobility Coordinator/Transportation Planner II; and AnnaRose Cunningham, Transportation Planner I.

In Attendance:

Dawn Anderson, Jeff Bailey, Abdul Barzak, Frank Baszler, Allison Baxter, Dan Betts, Rick, Coffin, Chad Crager, Jamie Grim, Josie Hadley, Butch Hause, Myron Hora, Mark Jackson, Katrina Kloberdanz, Gary Lebsack, Mitch Nelson, Heather Paddock, Karen Schneiders, Robin Stoneman, James Usher, and Dan Welsh.

Chair D. Clark called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Ross moved to approve the *September 3, 2020 Meeting Agenda as Submitted*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Ross moved to approve the *August 6, 2020 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair D. Clark opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written report was provided.

Dan Welsh, Air Quality Meteorologist with the Colorado Department of Public Health and the Environment (CDPHE) presented the wildfire impacts on air quality in Larimer and Weld counties due to the recent wildfires in Larimer County and their impact on the air quality in the nonattainment area.

Donnelly commented on the impact of the wildfires on the nonattainment area and if an exceptional event exemption will be applied for by the State to the EPA. Welsh stated that this decision is to be determined. Mallette asked what the time frame for applying for this would be. Welsh responded the information would be due to EPA in May 2021.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair D. Clark opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair D. Clark reported on the following:

- Succession Planning for Planning Council members and Committees
- Discussed the MPO Boundary Committee and assignments of Council members. Members are – Dave Clark, MPO Chair; Kevin Ross, Weld County Commissioner; Tom Donnelly, Larimer County Commissioner; Kristen Stephens, Fort Collins Mayor Pro Tem; Lanie Isbell, Eaton Mayor Pro Tem.
- Future Planning Council meetings and the potential of hybrid meetings

Executive Director Report:

Director Mallette reported on the following:

- Upcoming updates to the MPO Articles of Association
- The Greenhouse Gas (GHG) Strategy Subcommittee request for feedback from AQCC
- The Transportation Commission approved \$115,000 for the NFRMPO region to support “Transportation Services for Vulnerable Populations, including Seniors”
- In lieu of Bike to Work Day, the NFRMPO, the City of Greeley, and City of Loveland are partnering on the Northern Colorado (NoCo) Active Transportation Challenge September 20-26, 2020
- New Accounting Manager, Stuart Kurtz, will start on September 8, 2020

TAC:

A written report was provided.

Mobility:

A written report was provided.

Consent Agenda:

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

The Consent Agenda included the following item:

- NFRMPO Safety Vision: Towards Zero Deaths Policy

Discussion Items:

MPO Boundary Discussion

Jamie Grim, CDOT Local Government Liaison updated the Council on the status of the CDOT Boundary Guidebook. She discussed the history of the study and the purpose of the guidebook. She discussed the seven-step process described in State Statue to change TPR boundaries as well as the federal requirements that pertain to MPOs. She reiterated the outcome of this CDOT study will be a high-level document which provides a template for MPOs and TPRs on the boundary change process and not what the boundaries should be.

FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations

Bornhoft explained her presentation would be in three parts: background of the NFRMPO’s Call for Projects process, and explanation of Toll Credits, and the proposed allocations for additional FY2021 STBG and FY2019-FY2021 CMAQ funds.

Following the background discussion, she discussed what toll credits are and the roll they can play with local match assistance for currently selected transportation projects, specifically due to COVID-19 related funding shortfalls. She also detailed the two ways toll credits can be used: with a reduction in scope or without a reduction in scope. She then discussed how toll credits could be used during this current round of additional allocations for a City of Greeley CMAQ project and the approval process.

Lastly, Bornhoft walked through the proposed additional allocation of \$3.3M of STBG and \$2M of CMAQ funds. She discussed the three projects eligible to receive the additional STBG funds. She then discussed the four projects eligible to receive the additional CMAQ funds as well as moving a project forward to ensure fiscal constraint in all years of the NFRMPO's FY2020-2023 TIP. Planning Council members responded positively on what was presented.

Council Reports:

Transportation Commission Report

Bracke reported on the following:

- The "Transportation Services for Vulnerable Populations, including Seniors" funding recently allocated by the TC
- The Commission approved the Statewide Transportation Plan at their August meeting
- A new Freight Committee of the Transportation Commission has been formed, with Gary Beedy as Chair
- Nick Farber, HPTE provided an update and presentation on the TIFIA Loan process at the I-25 Coalition meeting
- A video documenting the progress on N I-25 Segments 7&8 has been released: https://youtu.be/KTLhj_HIYMg
- The Commission continues to work to grapple with the fallout from the COVID-19 induced budget shortfalls

CDOT R4 Update

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

- The new Statewide Plan and documents as well as the SB267 projects are available on the CDOT website
- Impacts of the Cameron Pass Wildfire on the CDOT Maintenance Facility in Rustic
- The Grizzly Creek Fire and damage to rockfall fences has only the I-70 eastbound side open now, high rockfall threat on the westbound lanes.
- Halfway through negotiating the N I-25 Segment 6 construction package
- Encouraged everyone to view the N I-25 video mentioned by Commissioner Bracke

I-25 Coalition

D. Clark reported on the presentation from Nick Farber with HPTE regarding the \$154M TIFIA loan process for the N I-25 Segments 6, 7 & 8 project.

STAC Report

A written report for August was provided.

Host Council Member Report-

Mitch Nelson, Community Development Director for the Town of Severance reported on the following Town of Severance transportation projects:

- Comprehensive Plan and Transportation Plan for the Town in process
- WCR 74 Access Control Plan is wrapping up

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

There were no suggestions.

The meeting was adjourned at 8:05 p.m.

Meeting minutes submitted by: Becky Karasko, NFRMPO Staff



Date: September 17, 2020

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

Ozone Planning

On September 18, the Colorado Air Quality Control Commission accepted for rulemaking hearing the RAQC’s Draft Serious Area Ozone State Implementation Plan for EPA’s 2008 Ozone National Ambient Air Quality Standard of 75 parts per billion. While this plan contains the necessary administrative, technical and regulatory elements that demonstrate compliance with EPA’s SIP development requirements, this summer’s high ozone values have, rightfully so, caused the RAQC Board to express concern over the adequacy of the Plan. The Board will continue to assess the Plan and may make appropriate policy recommendations to the AQCC during the coming months.

Ozone Monitoring Data

This summer’s ozone season started out very well but as the summer proceeded, too many high concentration values were measured by the region’s ozone monitoring network. When reviewing the table below, only one site (NREL in Golden) had recorded a 4th maximum ozone concentration above the 75 ppb standard as of August 20. This great news was soon overcome by an overwhelming wave of exceedances that were likely heavily influenced by wildfire smoke.

4th High 8 Hour Average Ozone Concentrations (through 8/20/2020)					
Monitor	2016	2017	2018	2019	2020*
Chatfield State Park	78	74	83	78	73
NREL	83	74	80	75	78
Rocky Flats	79	75	81	72	73

3-Year Average Design Value		
2016-2018	2017-2019	2018-2020
78	78	78
79	76	77
78	76	75

Fort Collins - West	76	75	81	71	72
Highland	72	72	77	73	71
Boulder Reservoir ¹		73	77	69	74
Welch	75	75	66	72	72
Greeley - Weld Tower	67	74	73	65	66
Rocky Mtn. Nat'l Park	69	67	74	65	72
Aurora East	66	69	72	66	65
CAMP	70	67	71	67	66
La Casa	69	69	72	65	71
Fort Collins - CSU	70	66	72	64	66
Welby	66	68	69	60	64
Blackhawk ²				69	72

77	75	74
73	74	73
75	73	73
72	71	70
71	70	68
70	68	70
69	69	67
69	68	68
70	68	69
69	67	67
67	65	64
	69	70

Just ten days later, as illustrated below, nine monitoring sites recorded 4th maximum ozone concentrations above the standard.

4th High 8 Hour Average Ozone Concentrations (through 8/30/2020)					
Monitor	2016	2017	2018	2019	2020*
Chatfield State Park	78	74	83	78	83
NREL	83	74	80	75	87
Rocky Flats	79	75	81	72	84
Fort Collins - West	76	75	81	71	75
Highland	72	72	77	73	83
Boulder Reservoir ¹		73	77	69	76
Welch	75	75	66	72	77
Greeley - Weld Tower	67	74	73	65	72
Rocky Mtn. Nat'l Park	69	67	74	65	72
Aurora East	66	69	72	66	77
CAMP	70	67	71	67	74
La Casa	69	69	72	65	78
Fort Collins - CSU	70	66	72	64	67
Welby	66	68	69	60	78
Blackhawk ²				69	75

3-Year Average Design Value		
2016-2018	2017-2019	2018-2020
78	78	81
79	76	80
78	76	79
77	75	75
73	74	77
75	73	74
72	71	71
71	70	70
70	68	70
69	69	71
69	68	70
70	68	71
69	67	67
67	65	69
	69	72

The State will initiate an evaluation of the 2020 monitoring data, and possibly data from previous years, to determine when wildfire smoke significantly impacted ozone concentrations. The Environmental Protection Agency, in consultation with the State and the RAQC, will then make a determination as to whether the region attained or did not attain the ozone 75 ppb ozone standard by July 2021.

Control Strategy Committee and Work Groups

The Control Strategy Committee's three Work Groups – Clean Air Fund, Vehicle I/M and Fuels Formulations, and Employer-Based Trip Reduction Programs, continue to meet. The Work Groups are now focusing on emissions reduction measures designed to improve ozone conditions in the years ahead.

- The CAF Work Group will be selecting projects to fully develop into “shovel ready” proposals to ensure that when grant, contract, and private sector monies become available, the RAQC is in a strong competitive position to receive and deploy funds. The efforts will not only prioritize proven RAQC programs for expansion and long-term viability, but new approaches for reducing emissions will be advanced for funding consideration.
- The VIMFF Work Group is developing a clean gasoline regulatory proposal to reduce vehicle and equipment emissions. Draft language that would mandate lower volatility gasoline blends for the nonattainment area will be presented for discussions these coming months. The Work Group is also designing a rewards and recognition program to reward voluntary emissions reduction efforts across the region. An application and review process will be designed with the goal of granting the first awards at the December RAQC Board meeting.
- The ETRP Work Group is now beginning to develop the regulatory language for a mandatory large employer vehicle trip reduction program. A draft regulatory proposal will be prepared for Board consideration by the end of 2020.

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/>

FINANCE COMMITTEE REPORT

- Finance Committee met on September 17, 2020
- The committee received an update on the mobility program expansion from Alex Gordon
- Staff presented the potential of a funding gap due to CDOT contracting processes and requested a recommendation on how to handle this potential situation
 - It was recommended that any reimbursement shortfall be covered through excess funds from the exchange of FTA funds with Fort Collins.
 - Subsequent to the meeting, NFRMPO received its fully executed contract for FFY 20201 CPG on September 20, 2020 and no longer needs to proceed with any contingency plans.
- 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

Sept 17, 2020

9:00 a.m.

GoToMeeting

Members Present

Don McLeod

Paul Rennemeyer

Kevin Ross

Kristin Stephens

Staff Present

Suzette Mallette

Stuart Kurtz

Merideth Kimsey

Alex Gordon

The meeting was called to order by Chair McLeod at 9:12 a.m.

Introduction of Stuart Kurtz, Accounting Manager:

Mallette introduced the new accounting Manager, Stuart Kurtz

Update to Expansion of Mobility Program:

Gordon presented the requested quarterly update to the expansion to the NFRMPO mobility program and highlighted additional state funds that were released for Transportation Services for Vulnerable Populations, including Seniors. The expansion of the mobility program is awaiting the execution of the contract for MMOF funds before moving forward with further plans.

Approval of Minutes:

The minutes of the July 16, 2020 meeting were accepted.

CPG Funding and Contract Renewal:

Kimsey and Kurtz presented the potential of a gap between the current CPG grant and the execution of the extension that would provide additional funding. This potential shortfall is the result of the high indirect cost rate that was set by CDOT to recover unrecovered administrative costs from previous years. In the event that the contract is not received by October 1, 2020 staff requested a recommendation from the committee for alternative funding. The committee recommended that any needed reimbursement for MPO activity be covered through a transfer of excess funds resulting from the exchange of FTA funds with the City of Fort Collins.

VanGo™ Updates:

Mallette updated the committee on the status of VanGo. It was discussed that the program continues to have customer support and the participation in the program is largely dependent on employers. VanGo will be issuing another survey to gauge the expected return of participants.

The meeting was adjourned at 10:55 a.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 16, 2020**

APPROVAL OF THE AUGUST 19, 2020 TAC MINUTES

Klockeman moved to approve the August 19, 2020 TAC minutes. Buckman seconded the motion, which was approved unanimously.

ACTION ITEMS

September TIP Amendment - Klockeman moved to approve the September TIP Amendment. Baxter seconded the motion, which was approved unanimously.

FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations - Schneiders moved to approve the FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations. Buckman seconded the motion, which was approved unanimously.

DISCUSSION

Local Match Assistance: Project Funding Year Swap Discussion – Bornhoft stated project sponsors swapping funding years within the same funding program is one of several strategies available for communities in need of local match assistance due to the economic impacts of the pandemic. Sponsors may choose to swap the funding year for their projects to better meet the timing needs of their projects. Weld County, Greeley, Loveland, and Evans agreed to discuss opportunities to swap project funding years offline for further TAC discussion in October.

CDOT Boundary Guidebook – Karasko stated CDOT is currently developing a Guidebook for Transportation Planning Regions (TPRs) and MPOs considering boundary changes. The NFRMPO Planning Council has asked NFRMPO staff to present boundary change recommendations by the end of 2020, laying out the impacts on funding, governance, and responsibilities for the agencies involved. A subcommittee consisting of representatives from the NFRMPO, Upper Front Range TPR, Eastern TPR, and DRCOG are working together to discuss various boundary change scenarios and will meet later this month.

Preliminary Call for Projects Considerations – Bornhoft stated feedback on improving the Call for Projects process has been collected since the 2018 Call from various sources, including: TAC, Planning Council, the Executive Committee, NFRMPO Staff, and the NoCo Bike & Ped Collaborative. The major themes of the feedback have been addressing regional priorities identified in regional plans as well as Goals, Objectives, Performance Measures, and Targets (GOPMT), achieving regional equity between small and large communities, and adjusting how CMAQ emission benefits are valued and weighted. TAC members also discussed the timing of the next Call, concurring the Call should be delayed until 2021 due to local budget uncertainties caused by the pandemic and to engage all TAC members in further discussion of the various considerations. NFRMPO Staff will send a survey to TAC members to help identify next steps and gather additional feedback to inform future discussions.

FY2020 TIP Project Delay Review – Bornhoft requested TAC discuss whether or not to grant 1st extensions to four projects with a 1st delay and whether or not to recommend Planning Council grant 2nd extensions to two projects with a 2nd delay. TAC members agreed to allow project sponsors time to discuss swapping funding years. The Delay Review will return for Discussion at the October TAC meeting.

Larimer County Mobility Committee (LCMC)—MINUTES
September 17, 2020
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Anna Russo, Chair, Transfort
 - Cari Brown, The Arc of Larimer County
 - Jody Dettmer-Johnson, Division of Vocational Rehab
 - Ruth Fletcher-Carter, RAFT
 - Megan Kaliczak, zTrip
 - Connie Nelson-Cleverley, SAINT
 - Katie Stieber, Larimer County Office on Aging
 - Bridie Whaley, COLT
- NFRMPO staff: AnnaRose Cunningham, Alex Gordon

2. Review of Agenda

3. Public Comment (2 minutes each)

No public comment received.

4. Approval of July 16, 2020 Meeting Minutes

Russo moved to approve the meeting minutes. Kaliczak seconded the motion, which was approved unanimously.

PRESENTATIONS

- 1. The Arc of Larimer County (Brown)** - Brown outlined the mission and vision of the Arc of Larimer County and detailed some of the services they provide the community. Brown stated the Arc provides free services to help with conflict navigation and help individuals with disabilities know what their rights are. Brown noted they recently held a workshop helping students and their families understand the Individualized Education Program (IEP) which is documents what a student with intellectual or developmental disabilities needs to access general education curriculum. Brown explained the Arc is funded primarily through Arc Thrift Stores, which are a separate entity. They also receive funding through private donations and grants to ensure they can continue to provide their services free of charge to people who need it.

Brown outlined current projects including ensuring people with disabilities are protected when encountering law enforcement which includes law enforcement training. Other services the Arc provides relate to transportation, criminal justice, employment, school funding, and community impact meetings. People with disabilities are protected when encountering law enforcement. The Arc also provides vouchers for people who fall on hard times and can also connect individuals to other resources the Arc does not provide.



DISCUSSION ITEMS

- 1) Boulder County Coordination Update** – The group discussed the “Coordinating Meeting on Transportation Gaps Between Boulder, Larimer, and Weld” hosted by the Boulder County Local Coordinating Council (LCC) on September 14. Fletcher-Carter commented it is important to understand the differences and similarities between the needs of the three counties. Gordon noted it may be beneficial for the group to see the Boulder LCC’s workplan compared to the LCMC. Noting that the NFRMPO’s Coordinated Plan update will be kicking off soon, Gordon stated it would be a good time to do a partner scan to understand if there are more people who should be at the table during the LCMC meetings. Russo noted there should be more crossover between who attends the LCMC and the LCC meetings and Brown noted there could be potential for future collaboration. The group noted the format of the meeting and the use of live polling helped facilitate conversation and may be useful in LCMC meetings.
- 2) Marketing & Outreach Plan** – Gordon presented the Marketing Plan noting it was presented to the Weld County Mobility Committee in August and the feedback received from both groups will be incorporated for the next version. Gordon stated the document is intended to help guide the direction of the One Call/One Click Center moving forward. The group discussed logo options and gave feedback on how the logo could be improved.

Gordon outlined the goals listed in the Marketing Plan. Russo asked if the third goal could be reworded to be more accessible for people who are less familiar with marketing terms, specifically defining acronyms and changing the phrase “to convert marketing into actual rides” to “drive non-paid searches into rides.” Fletcher-Carter asked for clarification on why the marketing plan was being completed prior to the One Call/One Click Center program being finalized. Gordon responded the marketing plan will be an ongoing effort and was an item that could be completed prior to the hiring of a Mobility Manager. Brown noted some of the steps in the marketing plan need to be completed early on to build the program and test out different approaches.

The group discussed the target personas and Gordon noted the personas are meant to help understand the target clients holistically, how they make their decisions, and how to best market to their needs. Gordon stated the WCMC noted the need to include an individual with disabilities with a focus on security concerns, problem troubleshooting, and training. Brown also noted the importance of including the need to build trust with caregivers. Kaliczak stated it is important to market to people who believe the service is not for them even if they are qualified to use the service. The group also noted it may be beneficial to identify how to target individuals who only temporarily qualify. Gordon noted the possibility of including medical professionals in the marketing so they can actively identify who may need to partake in the services and provide resources proactively. Russo suggested the inclusion of another target persona who is a younger adult with a disability, either permanently or temporarily, who needs to access resources.



Gordon outlined the strategy's timeline in both the 6-month and 12-month options and noted marketing materials would be distributed in print and digital options to encompass a variety of needs. Brown noted the materials could be included in the Arc of Larimer County's newsletter and the group suggested including promotional materials to doctor's offices waiting rooms which play ads on televisions.

- 3) **Statewide Funding** – Gordon outlined the State funding which recently became available for Transportation Services for Vulnerable Populations, including Seniors. The NFRMPO region will receive \$115,000 and there is additional funding which will be distributed through CDOT for eligible projects within Larimer and Weld Counties that are outside the NFRMPO area. Gordon noted he will provide more information as it becomes available.
- 4) **One Call/One Click Center update** – Gordon noted once contract is finalized the Mobility Manager job will be posted.

LCMC MEMBER REPORTS

- Fletcher-Carter reported RAFT is primarily providing work trips and medical trips which cannot be completed via Teledoc.
- Kaliczak reported zTrip is at about 50 percent on Dial-a-Ride ridership and regular rides are about 75% of normal capacity. zTrip is also still providing rides for Transfort, but the format will be changing in the near future.
- Nelson-Cleverly reported SAINT is operating at about 40 percent normal capacity. They held a volunteer appreciation event at the Holiday Twin Drive-In.
- Brown noted the Arc of Larimer County will partner with Foothills Gateway and Summit Stone Health Partners to host a non-partisan town hall on October 13th to provide information about candidates since it is an election year.
- Steiber noted the Larimer County Office on Aging is down two program coordinators and will be hiring soon.
- Russo noted the On-Demand taxi service will be moved up to 7:00 a.m. Service changes on routes 6 and 7 will resume October 5th, and Routes 19 and 92 will be implemented later in October depending on need. Russo noted the survey has officially closed but it will be pushed through CSU's channels to get more feedback from students. Transfort is also no longer only encouraging rides for essential trips and they are implementing a no standing policy. Russo noted the Shift Your Ride month is in September which encourages people to take one more transit, bike, or walking trip than they normally would per week.
- Birdie noted COLT has made minor route changes on Route 2 in October.
- Gordon reported the NFRMPO is partnering with Greeley and Loveland for the NoCo Active Transportation Challenge which encourages people to switch a trip from driving to transit, biking, or walking. Currently there are 67 participants signed up and there have been several prizes donated for the winners of the challenge.



5. Final Public Comment (*2 minutes each*)

No public comment received.

6. Next Month's Agenda Topic Suggestions

Nelson-Cleverley volunteered to present at the next meeting for the Get-to-Know-You presentation. Gordon will present the kickoff for the Coordinated Plan.

7. Next LCMC Meeting: Thursday, November 19, 2020



First joint Northern Colorado LCC meeting held

Members of the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC) joined the Boulder County Local Coordinating Council (LCC) on September 14 for a joint meeting. The Boulder County LCC invited the two Mobility Committees to their meeting because the Boulder County Transportation Master Plan (TMP) identified travel patterns connecting the three counties. Boulder County staff showed travel patterns from Boulder County to Estes Park, Fort Collins, Windsor, Johnstown, and the Carbon Valley, among other destinations in Larimer and Weld counties.

The Boulder County Mobility For All program and the NFRMPO will draft Coordinated Public Transit/Human Services Transportation Plans (Coordinated Plans) through 2021. Coordinated Plans address the mobility needs of older adults, individuals with disabilities, low income residents, and other vulnerable populations and are required for agencies receiving FTA \$5310 funds.

A group of attendees stated they were interested in continuing to meet to discuss the cross-county mobility needs. Boulder County and the NFRMPO will continue to coordinate on work tasks related to these Plans and keep the momentum for collaboration going.

Projects highlighted during the LCC meeting were the FLEX to Boulder, Poudre Express, Via’s transit services in Estes Park and the Carbon Valley, and the One Call/One Click Center. All of these projects depend on the leadership, collaboration, and support of LCMC, WCMC, and Boulder County LCC members.



State Legislature announces funding

The State Legislature has announced \$1M statewide in funding for “Transportation Services for Vulnerable Populations, including Seniors”. The funding is meant to help human service and transit providers who did not receive direct CARES Act funds. The funds will be handled by the MPOs across the state in urban areas and by CDOT for the rural areas. The Transportation Commission approved dividing the funds 75 percent to urban areas and 25 percent in rural areas.

Approximately \$115K will be available in the NFRMPO region. The LCMC and WCMC will recommend projects for ultimate approval by the NFRMPO’s Planning Council. The exact process will be decided by the Planning Council with input from the Mobility Committees.

Check the NFRMPO website for more information as it becomes available.

Coordinated Plan to start in October

Every four years, the NFRMPO undertakes the Coordinated Public Transit/Human Services Transportation Plan. The Coordinated Plan identifies the mobility gaps for older adults, individuals with disabilities, and other vulnerable populations as well as projects meant to address these gaps. It is expected the project has a robust objective and subjective public outreach process.

The NFRMPO will kick off the Coordinated Plan in October 2020 with input from the LCMC and WCMC. The Coordinated Plan will be adopted by December 2021.

Keep an eye on the NFRMPO website for more information, data analysis, and community engagement opportunities.

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 1,543 users have logged onto the online service to find potential service matches since January 1, 2020, with 98.3 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

October 2020							November 2020							December 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	1	2	3	4	5	6	7			1	2	3	4	5
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31	29	30						27	28	29	30	31		

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.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 1, 2020	September 2020 TIP Amendment	Medora Bornhoft
Objective/Request Action		
To approve the September 2020 Transportation Improvement Program (TIP) Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The September 2020 TIP Amendment includes the following requests:</p> <ul style="list-style-type: none"> Greeley-Evans Transit is requesting a scope change for their two bus replacement projects funded with Congestion Mitigation and Air Quality Improvements (CMAQ) funding. The revised scopes allow the purchase of buses for fleet expansion in addition to bus replacements. The new buses will serve the Poudre Express. <p>The attached September 2020 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
This is the first and only time Planning Council is scheduled to see the September 2020 TIP Amendment.		
Supporting Information		
The 30-day Public Comment period for the September 2020 TIP Amendment began on September 9, 2020 and concludes on October 8, 2020.		
<p>The attached CMAQ Emissions Benefit Analysis shows the requested scope change improves the emissions benefits for both projects. The analysis provides the emissions benefits as originally calculated during the Call for Projects, the emissions benefits for the original scope using the updated emissions benefits tools, and the emissions benefits for the requested scope using the updated emissions benefits tools. The number of bus replacements in each project is lower than what was originally proposed in each application due to both projects receiving partial awards. The analysis uses the benefit and cost for the full projects as submitted in each application, which facilitates comparison because that was the benefit and cost used during the Call for Projects selection process, instead of reducing the benefit and cost to reflect the partial award.</p> <p>An environmental justice analysis is not required for this TIP Amendment.</p>		
<u>Funding Types and Uses</u>		
<p>Congestion Mitigation and Air Quality Improvements (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p>		
Advantages		
<ul style="list-style-type: none"> Approval of the Amendment will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained. 		
Disadvantages		
<ul style="list-style-type: none"> None noted. 		

Analysis/Recommendation

- TAC recommended Planning Council approve the September 2020 TIP Amendment to the FY2020-2023 TIP at their meeting on September 16, 2020.

Attachments

- September 2020 Policy Amendment Form
- CMAQ Emissions Benefit Analysis
- **Resolution No. 2020-19**

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A9**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 9/9/2020

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	GET Diesel Bus Replacement	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-Evans	Federal	CMAQ	-	-	757	-	757	-	-	1,513
STIP ID:	SST7007.010	Local	L	-	-	157	-	157	-	-	315
TIP ID:	2020-002		Total	-	-	914	-	914	-	-	1,828

Type: Rolling Stock Replacement

Air Quality: Exempt from conformity analysis

Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

REVISED ENTRY

Title:	GET Diesel Bus Replacement / Bus Expansion	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-Evans	Federal	CMAQ	-	-	757	-	1,732	-	-	2,488
STIP ID:	SST7007.010	Local	L	-	-	157	-	157	-	-	315
TIP ID:	2020-002		Total	-	-	914	-	1,889	-	-	2,803

Type: Rolling Stock Replacement and Fleet Expansion

Air Quality: Exempt from conformity analysis

Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.

Revision: Scope change from Bus Replacement to Bus Replacement and Bus Expansion. Add \$975K federal funds in FY21. Sponsor is requesting \$111K in toll credits.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A9**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 9/9/2020

PREVIOUS ENTRY

Title:	GET CNG Bus Replacement	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-Evans	Federal	CMAQ	1,689	2,937	-	-	-	-	-	2,937
STIP ID:	SST7007.010	Local	L	348	610	-	-	-	-	-	610
TIP ID:	2016-004		Total	2,037	3,547	-	-	-	-	-	3,547

Type: Rolling Stock Replacement

Air Quality: Exempt from conformity analysis

Description: Replacement of 30 foot body on chassis diesel fixed route buses.

REVISED ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	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-Evans	Federal	CMAQ	1,689	2,937	-	-	646	-	-	3,583
STIP ID:	SST7007.010	Local	L	348	281	-	-	-	-	-	281
TIP ID:	2016-004		Total	2,037	3,218	-	-	646	-	-	3,864

Type: Rolling Stock Replacement and Fleet Expansion

Air Quality: Exempt from conformity analysis

Description: Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.

Revision: Scope change from Bus Replacement to Bus Replacement and Bus Expansion. Add \$646K federal funds in FY21 and reduce local funds by \$329K in FY20 rolled. Sponsor is requesting \$440K in toll credits.

CMAQ Emissions Benefit Analysis

Project: GET CNG Bus Replacement

Sponsor: Greeley-Evans

TIP ID: 2016-004

Project Version & Emissions Version	Analysis Tool	Project Cost	NOx KG/Day Reduced	VOC KG/Day Reduced	Cost per KG NOx Reduced over 5 Years	Cost per KG VOC Reduced over 5 Years
Original Project – Original Emissions Analysis	EPA Diesel Emissions Quantifier (DEQ)	\$7,366,166	20.59	20.59	\$233	\$233
Original Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$7,366,166	1.242	0.006	\$3,865	\$751,240
Revised Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$8,012,350	1.268	0.032	\$4,118	\$163,520

Project: GET Diesel Bus Replacement

Sponsor: Greeley-Evans

TIP ID: 2020-002

Project Version & Emissions Version	Analysis Tool	Project Cost	NOx KG/Day Reduced	VOC KG/Day Reduced	Cost per KG NOx Reduced over 5 Years	Cost per KG VOC Reduced over 5 Years
Original Project – Original Emissions Analysis	EPA Diesel Emissions Quantifier (DEQ)	\$3,657,246	20.59	20.59	\$116	\$116
Original Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$3,657,246	0.005	-0.005	\$476,514	-\$476,514
Revised Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$4,303,430	0.031	0.021	\$90,786	\$135,398

RESOLUTION NO. 2020-19
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE SEPTEMBER 2020 AMENDMENT TO THE
FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2020-2023 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2020-2023 TIP; and

WHEREAS, the September 2020 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2020-2023 TIP remains fiscally constrained; and

WHEREAS, this action is contingent on no public comment being submitted by October 8, 2020.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by revising the scopes for two projects funded with Congestion Mitigation and Air Quality Improvements (CMAQ) funding as follows:

- Greeley’s *GET CNG Bus Replacement* project with a current scope of “rolling stock replacement” shall have a revised scope of “rolling stock replacement and fleet expansion.”
- Greeley’s *GET Diesel Bus Replacement* project with a current scope of “rolling stock replacement” shall have a revised scope of “rolling stock replacement and fleet expansion.”

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of October 2020.

Dave Clark, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 1, 2020	FY2019-FY2021 CMAQ and FY2021 STBG Additional Funding Allocations & Toll Credit Requests	Medora Bornhoft
Objective/Request Action		
To allocate additional Congestion Mitigation and Air Quality Improvements (CMAQ) funding and Surface Transportation Block Grant (STBG) funding to partially funded projects and projects requesting toll credits without scope reductions and advance a CMAQ award to achieve fiscal constraint.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The most recent CDOT reconciliation from July 1, 2020 identifies the following unprogrammed federal funds:</p> <ul style="list-style-type: none"> • FY2019-FY2021 CMAQ - \$3,302,036 • FY2021 STBG - \$2,029,115 <p>Sponsors of eligible CMAQ projects from the FY2016-2019 Call for Projects and sponsors of eligible CMAQ and STBG projects from the FY2020-2021 Call for Projects were contacted to verify their ability to obligate additional federal funds. Projects are considered eligible if they are partially funded, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.</p> <p>The CDOT reconciliation also identifies shortfalls of \$70,695 CMAQ in FY2022 and \$86,950 CMAQ in FY2023. To address the shortfalls, sponsors of CMAQ projects from the FY2022-2023 Call for Projects were asked if their project could advance to FY2021. One project, Fort Collins' <i>College and Trilby Road Intersection Improvements</i> project, can advance, which achieves fiscal constraint in FY2022 and FY2023.</p> <p>In addition, as part of the set of local assistance strategies available for COVID-19-related financial impacts, project sponsors were able to submit a request for additional federal funding to replace local match for use with the toll credit without a scope reduction strategy. As of September 8th, which was the final deadline for consideration with this funding allocation, the following request was submitted:</p> <ul style="list-style-type: none"> • Greeley is requesting \$551,312 in additional federal allocations and toll credits to offset local match for their CMAQ-funded <i>GET CNG Bus Replacement & GET Diesel Bus Replacement</i> projects. Of the total, <ul style="list-style-type: none"> ○ \$329,139 of the federal award would offset current local match commitments and ○ \$222,173 of the federal award would replace local match for the proposed allocation. 		
Committee Discussion		
<p>The CMAQ and STBG Allocations & Toll Credit Requests was a Discussion Item at the TAC meeting on August 19th. As of that meeting, all sponsors of projects with proposed allocations had verified their ability to obligate the proposed awards except for Greeley-Evans Transit (GET). TAC members indicated support for the proposed allocations and toll credits based on the available information and recommended GET provide information prior to the September 3rd Council meeting.</p> <p>Following the TAC meeting and prior to the September 3rd Council meeting, GET verified they could obligate an additional \$1.6M in CMAQ, including \$551,312 in toll credits, contingent on an approved scope change allowing bus fleet expansion in addition to the currently approved bus replacement. Emissions benefits for the revised scope are included in the September 2020 TIP Amendment (See Item 11). The funding amount requested by GET is less than the \$2.1M allocation proposed in the TAC Discussion. The revised proposed allocation, attached, provides additional funding for COLT (increasing from \$0.8M to \$1.1M) and reserves a minor amount of funding (\$165K) in the NFR CMAQ pool for a future allocation. No updates were made to the STBG proposal.</p>		

Committee Discussion, Continued

The CMAQ and STBG Allocations & Toll Credit Requests was a Discussion Item at the Planning Council meeting on September 3rd. At the meeting, Council members discussed the possibility of allocating the additional funding to I-25 instead of to partially funded projects, but the consensus was to fund the partially funded projects per the proposal. Council members also indicated support for providing federal funds and toll credits to offset local match.

Supporting Information

Allocation Policy

The TIP Narrative identifies the additional award process for each funding source and Call for Projects. The process for the impacted funding sources and Calls are identified below.

- **CMAQ, FY2016-2019 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project in each category, with 13% for signal timing, 46% for bus replacement, and 41% for CNG vehicles and stations. *Source: FY2019-2022 TIP*
- **CMAQ, FY2020-2021 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project. *Source: FY2020-2023 TIP*
- **STBG, FY2020-2021 Call for Projects:** Additional funding will be split between the three partially funded large community projects. *Source: FY2020-2023 TIP*
- **STBG, FY2022-2023 Call for Projects:** A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available. *Source: FY2020-2023 TIP*

Toll Credits

Toll credits reduce or eliminate local match for federally funded projects. Toll credits can be applied at any time prior to project closeout and must be approved by CDOT. Toll credits are considered “soft match” and do not provide any new funds, which means there are two ways to use toll credits:

- Toll credits with a scope reduction: The project reduces scope to account for the reduction in local funding.
- Toll credits without a scope reduction: The full project scope is retained and the sponsor receives an additional allocation of federal funds to replace the reduced local funds.

Additional information on toll credits is available from FHWA at

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.aspx.

Project sponsors were notified of their ability to request toll credits without a scope reduction (i.e. additional federal funding to replace local match) for consideration with this allocation. The final deadline for submitting a request for consideration with this funding allocation was September 8th.

Allocation History

- The most recent CMAQ additional allocation was completed in June 2018 for FY2018 funds. The additional FY2019 and FY2020 CMAQ funds were not allocated previously due to uncertainty in the amount of CMAQ funding available. CDOT Region 4 recently updated the reconciliation process for CMAQ, which corrected the accounting issue.
- The most recent STBG additional allocation was completed in May 2020 for FY2019 and FY2020 funds.

Advantages

- The attached proposal allocates funding to eligible projects per the applicable TIP policies, achieves fiscal constraint, and provides local match assistance (toll credits) to two projects as requested by the sponsor.
- All sponsors of projects with proposed allocations have verified their ability to obligate funding as listed in the Notes column of the attachment.

Disadvantages

- None noted.

Analysis/Recommendation

- At their meeting on September 16, TAC recommended Planning Council allocate additional funding, approve toll credit requests, and advance funding as identified in the Attachment.

Attachment

- Proposed Additional Allocation Tables
- **Resolution No. 2020-20**

Proposed Additional Allocations FY2020-2021 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2021 funding total:	\$2,029,115
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,202,969	\$491,633	-	-	\$2,202,969	\$491,633	\$0	Sponsor able to provide local match and obligate in FY2021
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	-
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,085,418	\$175,507	-	\$335,000	\$750,418	\$175,507	\$0	Sponsor able to provide local match and obligate in FY2021
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	-
Total		\$8,026,676	\$7,359,536	\$667,140	-	\$3,646,149	\$3,713,387	\$667,140	\$0	-

Remaining STBG Funds	\$1,361,975
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Note: Projects in gray are ineligible for additional funding.

*STBG projects in the FY2020-2021 Call were not ranked.

**The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

***The Larimer County project was fully funded with \$496K STBG and \$264K TA.

Proposed Additional Allocations FY2022-2023 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's July 1, 2020 Reconciliation

Remaining FY2021 funding total:	\$1,361,975
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	Waitlist	\$1,873,374	5	-	-	\$1,361,975	\$511,399	Sponsor able to provide local match & local overmatch to retain scope and obligate in FY2023
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	-	\$1,187,311	-
Total		\$10,466,589	\$7,405,904	\$3,060,685	-	\$3,834,025	\$3,571,879	\$1,361,975	\$1,698,710	-

Remaining STBG Funds	\$0
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Note: Projects in gray are ineligible for additional funding.

Proposed Additional Allocations

FY2016-2019 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on December 4, 2014; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2019 funding total:	\$2,071,348
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
Signal Timing Pool						Pool Share of 13% = \$84,925		
Greeley	Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	Traffic Optimization	\$380,000	\$380,000	\$0	4		\$0	-
Loveland	Adaptive Signals	\$770,000	Project funded in 2016 Call		6		N/A	-
CNG Bus Replacement Pool						Pool Share of 46% = \$1,159,955		
Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,625,831	\$1,267,102	5	\$646,184	\$620,918	Sponsor requests scope revision to include fleet expansion for 1 bus. Sponsor requests \$111,087 in toll credits.
Fort Collins	Transfort CNG Bus Replacement and eBus*	\$3,311,600	\$3,964,989	(\$653,389)	7	-	(\$653,389)	-
Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	\$1,008,000	\$473,384	Funding is for 2 bus replacements. Sponsor able to provide local match and obligate in FY2021.
CNG Equipment Pool						Pool Share of 41% = \$826,468		
Weld County	Vehicle Replacement / Facility Expansion **	\$5,303,429	\$5,303,429	\$0	2,3	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	CNG Vehicle Replacement***	\$2,343,720	\$383,147	\$1,960,573	9		\$1,960,573	-
Larimer County	CNG Vehicle Replacement****	\$1,473,662	\$383,147	\$1,090,515	10		\$1,090,515	-
Total		\$21,868,344	\$15,952,159	\$5,146,185	-	\$1,654,184	\$3,492,001	-

Remaining CMAQ Funds	\$417,164
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Note: Projects in gray are ineligible for additional funding.

* The project received an additional allocation in excess of the unfunded request in June 2018 due to the approved scope change adding an eBus.

** The project sponsor returned \$1,640,000 of the federal award (31%) due to the suspension of the Buy America waiver process.

*** The project sponsor returned \$128,000 of the federal award (33%) due to delays in establishing a local CNG fueling station.

**** The project sponsor returned \$94,000 of the federal award (25%) due to problematic up fitment configurations.

Proposed Additional Allocations

FY2020-2021 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2020-2021 funding total:	\$1,230,688
Remaining FY2019 CMAQ Funds	\$417,164
Funding Advance for FY2022-FY2023 Call:	\$387,381
Funding for FY2020-FY2021 Call:	\$1,260,471

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	1	\$430,500	-	-	\$0	-
Loveland	Traffic Signal Progression Improvements - US 34	\$640,000	\$640,000	\$0	2	\$640,000	-	-	\$0	-
Larimer Co. → Loveland	CNG Fast Fill Stations	\$827,900	\$827,900	\$0	3	\$498,630	\$329,270	-	\$0	-
Weld Co.	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	4	\$1,050,000	\$1,150,000	-	\$976,400	-
Greeley	GET Diesel Bus Replacement	\$3,027,834	\$1,513,000	\$1,514,834	5	\$756,500	\$756,500	\$975,323	\$539,511	Sponsor requests scope revision to include fleet expansion for 1 bus. Sponsor requests \$440,226 in toll credits.
Loveland	COLT Diesel Bus Replacement	\$768,000	\$384,000	\$384,000	6	-	\$384,000	\$120,000	\$264,000	Sponsor able to provide local match and obligate in FY2021.
Loveland	Loveland Diesel Fleet Replacement*	\$663,600	\$384,000	\$279,600	7	-	\$384,000	-	\$279,600	-
Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	8	\$950,000	\$950,000	-	\$1,460,000	Sponsor unable to obligate in FY2021
Total		\$9,534,234	\$6,379,400	\$3,154,834	-	\$3,375,630	\$3,003,770	\$1,095,323	\$0	-

Remaining CMAQ Funds	\$165,148
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Note: Projects in gray are ineligible for additional funding.

* This project swapped all awarded CMAQ funds for local funds with the *North I-25: Design Build* project and is now 100% locally funded.

Proposed Fund Advancement

FY2022-2023 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's July 1, 2020 Reconciliation

FY2022 Shortfall:	-\$70,695
FY2023 Shortfall:	-\$86,950
Additional FY2021 Funding:	\$387,381

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Fund Advancement		Notes
						2022	2023	2021	2022	
Greeley	Citywide Signal Retiming*	\$283,000	\$273,000	\$0	1	-	\$273,000	-	-	-
Fort Collins	Transfort Electric Bus Purchase	\$4,366,593	\$4,366,593	\$0	2	\$1,253,000	\$3,114,381	-	-	-
Greeley	Phase 3 Fiber	\$2,375,653	\$2,375,653	\$0	3	\$309,013	\$2,066,640	-	-	-
Loveland	North Taft Ave & US34 Intersection Widening/Improvements	\$3,330,637	\$3,330,637	\$0	4	\$3,330,637	-	-	-	-
Fort Collins	College and Trilby Road Intersection Improvements	\$1,000,000	\$387,371	\$612,629	5	\$387,381	-	\$387,381	-	Sponsor able to obligate funding in FY2021
Total		\$11,355,883	\$10,733,254	\$612,629	-	\$5,280,031	\$5,454,021	\$387,381	\$0	-

*Due to the geographic coverage of project, the Scoring Committee reduced the award by \$10K. The project is considered fully funded.

Total CMAQ Additional Allocations	\$2,749,507
Amount of Toll Credits	\$551,312
Total CMAQ Advances	\$387,381
Total	\$3,136,888
Unallocated CMAQ**	\$165,148

**Unallocated CMAQ funds will be reserved in the NFRMPO pool until the next round of funding allocations.

RESOLUTION NO. 2020-20
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING ADDITIONAL ALLOCATIONS OF FY2019, FY2020, & FY2021 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENTS (CMAQ) AND FY2021 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS TO PROJECTS SELECTED IN THE 2014, 2016, AND 2018 CALL FOR PROJECTS; APPROVING TOLL CREDITS; AND ADVANCING A PROJECT FROM THE 2018 CALL FOR PROJECTS

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2020-2023 TIP were positive and this Resolution does not change the positive conformity findings on the FY2020-2023 TIP; and

WHEREAS, \$2,749,507 in unprogrammed FY2019-FY2021 Congestion Mitigation and Air Quality Improvements (CMAQ) funds shall be allocated, with:

- \$646,184 to Greeley’s *GET CNG Bus Replacement* project,
- \$1,008,000 to Loveland’s *COLT CNG Bus Replacement* project,
- \$975,323 to Greeley’s *GET Diesel Bus Replacement* project, and
- \$120,000 to Loveland’s *COLT Diesel Bus Replacement* project; and

WHEREAS, pending approval by CDOT, a total of \$551,312 in toll credits shall be applied to Greeley’s *GET CNG Bus Replacement* project and Greeley’s *GET Diesel Bus Replacement* project to be used in conjunction with a portion (\$111,087 and \$440,226, respectively) of the aforementioned additional allocations of CMAQ to reduce local match by \$551,312; and

WHEREAS, \$2,029,115 in unprogrammed FY2021 Surface Transportation Block Grant (STBG) funds shall be allocated, with:

- \$491,633 to Fort Collins’ *Timberline Road Corridor Improvements* project,
- \$175,507 to Loveland’s *US34 Widening – Boise Avenue to I-25* project, and
- \$1,361,975 to Greeley’s *83rd Avenue Roadway Improvements* project; and

WHEREAS, \$387,381 of FY2023 CMAQ funds previously awarded to Fort Collins’ *College and Trilby Road Intersection Improvements* project shall be advanced to FY2021; and

WHEREAS, the FY2020-2023 TIP remains fiscally constrained.

Resolution No. 2020-20

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by adding the additional funding, replacing local funding with federal funding, and advancing funding for projects as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of October 2020.

Dave Clark, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: October 1, 2020

Re: Transportation Services for Vulnerable Populations, including Seniors Funding

Background

CDOT's Multimodal Options Funds (MMOF) program awarded funds to agencies across the State for projects that benefited older adults, individuals with disabilities, and safe routes to schools. Some of these funds were set aside for CDOT to use administratively and to address statewide transportation needs. As a result of the State's budget shortfall related to the COVID-19 pandemic, HB20-1381 rescinded \$10M of CDOT's MMOF and replaced it with \$1M of General Fund transfers in a new program called "Transportation Services for Vulnerable Populations, including Seniors".

The federal CARES Act provided lifeline funding for transit agencies like Transfort, City of Loveland Transit (COLT), and Greeley Evans Transit's (GET) fixed-route and paratransit service, as well as rural transit services. The federal CARES Act funds did not provide additional help for non-profit transportation providers who provide services for older adults and individuals with disabilities, namely agencies funded by FTA 5310 "Enhanced Mobility of Seniors and People with Disabilities".

The new funding program was discussed by the Transportation Commission, who approved distributing 75 percent of the funds to MPOs and 25 percent to the rural areas. The NFRMPO allocation is \$115,000. These funds come with no local match requirements. Transportation Commission approved CDOT contracting with the MPOs and having the MPOs subcontract those funds to the awarded agencies. NFRMPO staff has drafted a list of questions and submitted these to CDOT related to contracting, reporting, allocating, and billing. An updated memo will be sent if answers are received prior to the October 1st Planning Council meeting.

NFRMPO staff proposes working with the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC) to identify projects and agencies most in need. The Mobility Committees will make a recommendation to Planning Council related to awarding the funds within the NFRMPO Planning Area, and Planning Council will make the final decision about how these funds are awarded.

Action

This item is a discussion item, and no action is required.



COLORADO
Department of Transportation
Division of Transit & Rail

2829 W. Howard Place
Denver, CO 80204-2305

TO: Transportation Commission
FROM: Sophie Shulman, Chief, Office of Innovative Mobility
David Krutsinger, Director, Division of Transit & Rail
Brodie Ayers, Project Coordination Unit Manager
DATE: August 19, 2020
RE: \$1 Million Fund from the State Legislature regarding “Transportation Services for Vulnerable Populations, Including Seniors.”

Purpose

Distribute \$1 Million in Vulnerable & Senior Transportation Funds to Appropriate Transit Agencies

Action

Approve the distribution of this \$1 Million in funds, with responsibility delegated to the five Metropolitan Planning Organizations (MPOs) in the state for the urban funds.

Background

The State Legislature in June 2020, through HB 20-1381, retracted \$10 Million in multimodal option funds (MMOF) previously provided through SB 18-001. A general fund transfer of \$1 Million was then provided back to CDOT through CDOT's annual appropriation in the State Budget “Long Bill”. The \$1 Million is dedicated to “Transportation Services for Vulnerable Populations, Including Seniors.”

The Federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) provided funding for many transit agencies, but left out agencies who receive Federal Transit Administration (FTA) 5310 funds. FTA 5310 funds are dedicated to “Enhanced Mobility of Seniors and People with Disabilities.” Some agencies receive both FTA 5311 and FTA 5310 funds, and CDOT has provided limited funding to such agencies through the CARES Act distribution process. The number of agencies who receive 5310 funds is around 39 (updated Listing attached)

Details

There are two key decisions: (1) rural/urban split, and (2) allocation of responsibility/accountability

1. There are three existing formulas which provide policy precedents for distribution of these funds:
 - FTA 2020 5310 Apportionments: 15% dedicated to rural areas, and 85% to urban areas.
 - State allocation for MMOF: 18% dedicated to rural areas, and 81% to urban areas.
 - State statute for SB 267: 25% dedicated to rural areas, and 75% to urban areas.

Beyond this higher level of rural/urban split, the urban areas would be allocated according to the 5310 ratios among the MPOs, and CDOT would contract directly with the rural sub-recipients. Even though the 25% dedicated to rural areas might appear to slant towards rural areas, the numbers come pretty close to parity, on average. The average urban area agency would receive \$33,000 in shares of this funding, vs an average of \$16,000 per rural agency. On a per-capita basis, the average urban area receives 16.6 cents per capita in shares of this funding, and the rural areas about 19.3 cents per capita. The statewide averages would be \$26,000 per agency, and 17.2 cents per capita. Given the relatively small amount of money to distribute, overall, this is a reasonable conclusion.

2. The State Controller has given CDOT permission to directly transfer some to all of these funds to speed the efficiency of distribution. If CDOT transfers the funds to metropolitan planning organizations (MPOs), rather than contracting them, the dollars are delivered to the intended sub-recipients more quickly, and accountability for the funds is also transferred to the MPOs (read: local control). On the other hand, if CDOT contracts with the MPOs, funding to the sub-recipients takes more time, and accountability for the funds is more consistent across MPOs. Under the “transfer” option, MPOs would have full authority to choose which agencies receive funding,

and how much per agency, based on each of their own Area Agency on Aging, MPO technical advisory committee, and MPO Board decision structures. Agencies could *not* count on the averages stated above, but instead, would be allocated funding based on goals, priorities, and performance measures established by the MPOs.

Recommendation

The staff recommendation is to use the 25% dedicated to rural areas, and 75% to urban areas, and to transfer funds to the MPOs, with allocations as follows:

- DRCOG \$375,000 directly transferred, DRCOG makes sub-allocation decisions
- GVMPO \$60,000 directly transferred, GVMPO makes sub-allocation decisions
- NFRMPO \$115,000 directly transferred, NFRMPO makes sub-allocation decisions
- PACOG \$60,000 directly transferred, PACOG makes sub-allocation decisions
- PPACG \$140, 000 directly transferred, PPACG makes sub-allocation decisions
- Rural/CDOT \$250,000 for rural agencies, CDOT to contract with sub-recipients

Policy Options

1. Accept and approve both the allocation and the delegation of responsibility to MPOs. (Staff Recommendation)
2. Accept and approve only the allocation, but direct CDOT to retain more responsibility through contracting. (Slower in distributing funds, but acceptable to CDOT staff).
3. Accept neither, and refer the staff to refine the proposal.

Next steps

- STAC & TRAC Reviews & Recommendations August 14th
- Transportation Commission Review & Approval August 19th & 20th, respectively
- August 24th begin contracting and/or transfers appropriate to the decision

Attachment: Listing of Potentially Eligible Agencies

Listing of Potentially Eligible Agencies

(5310 Transit Agencies Who Receive Funding from CDOT or MPOs/Others Who Coordinate with CDOT)

Denver Metropolitan Area / DRCOG Region

1. A Little Help
2. Broomfield, City and County of
3. Clear Creek County / Prospector Transit
4. Colorado Nonprofit Development Center (CNDC)
5. Continuum of Colorado
6. Developmental Pathways
7. Douglas County
8. Easter Seals Colorado
9. Goodwill Industries of Denver
10. Lakewood, City of
11. Laradon Foundation
12. Littleton Omnibus
13. Via Mobility

GVMPO Region / Grand Junction Area

1. Family Health West
2. HopeWest

NFRMPO Region / Fort Collins - Greeley - Loveland Area

1. North Front Range Metropolitan Planning Organization

PACOG Region / Pueblo Area

1. Seniors Resource Development Agency (SRDA)

PPACG Region / Colorado Springs Metropolitan Area

1. Community Services & Supports
2. Discover Goodwill of Southern and Western Colorado
3. Disability Services, Inc., dba Envida
4. El Paso Fountain Valley Senior Citizens Program Inc.
5. Rocky Mountain Health Care Services (RMHCS)
6. Silver Key Senior Services

Rural Agencies / CDOT

1. Baca County Seniors Van
2. Blue Peaks Developmental Services
3. Community Connections, Inc.
4. Community Options
5. Daybreak
6. Horizons Specialized Services
7. Inspiration Field
8. Johnstown Senior Center
9. Lake County
10. La Plata County Senior Services
11. Mountain Family Center
12. Mountain Valley Developmental Service
13. Northwest Colorado Center for Independence (NWCCI)
14. Northwest Colorado Council of Governments (NWCCOG)
15. Platteville, Town of
16. Routt County Government



STAC Summary – September 11, 2020

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

- a) A moment of silence was held in recognition of the events of September 11, 2001.
- b) August 2020 STAC Minutes approved without changes.

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

- a) The PD1601 item was removed from today's agenda to allow for additional outreach over the next month before review by STAC in October.
- b) Wildfire update: The Cameron Peak Fire is currently at 102,000 acres, Pine Gulch is at 139,000 acres, Williams Fork is at 12,000 acres; the Grizzly Creek Fire at 32,000 acres has been declared a Natural Disaster, allowing CDOT to seek reimbursement for expenses due to the event, which is estimated at \$10 million. CDOT's Chief Engineer is preparing to send a letter to FHWA requesting that reimbursement. None of the other wildfires have caused CDOT's expenses to go above the \$750,000 threshold required to be able to seek reimbursement.
- c) There are a number of staff and leadership changes to report:
 - i) Transportation Commission (TC) member Irv Halter, who represents Region 9 including Park, Teller, El Paso and Fremont counties, is moving out of state. CDOT will begin the process to replace him.
 - ii) Sophie Shulman is departing CDOT; her interim replacement is Kay Kelly from the CEO office.
 - iii) Chief Engineer Steve Harelson is filling a new Deputy Chief Engineer position. This is not a new FTE for CDOT, but is a new position in his office; We expect an announcement of the selected candidate next week.
 - iv) Charles Meyer, Traffic & Safety Engineering Manager has retired; We will hold off posting his position until after the new Deputy Chief Engineer is on board.
 - v) Jane Fisher, Manager of Project Management Office, has taken a position at the City and County of Denver; her position will also be filled after the Deputy Chief Engineer takes office.
 - vi) Office of Policy and Government Relations (OPGR) Local Liaison Eric Richardson is moving to Iowa; Julie George and Jamie Grimm are helping out in his areas until we fill the position.
 - vii) Multimodal Planning Branch Manager, Tim Kirby, has accepted a position outside of CDOT; today is his last day.
- d) STAC Discussion: None.

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

- a) October is when legislative topics typically start to coalesce into more specific policy language;
- b) November will bring a new legislative body with a number of senior members being termed out of office.
- c) Major topics we expect this year include: GHG Roadmap to meet reduction targets, public project caps for CDOT, signage issues, passenger rail, enhanced MPO regional transportation funding, funding issues, energy fees; Most conversations are still at a high level, but over the next few weeks specific Bill language will begin to take shape on these topics.

STAC Discussion: none

4) **Greenhouse Gas (GHG) Roadmap Process - Will Toor, Colorado Energy Office (CEO) and Clay Clarke, Colorado Department of Public Health & Environment (CDPHE)**

- a) STAC received background and overview of the Governor's GHG Roadmap to attain Colorado's GHG reduction targets
- b) The draft GHG Roadmap is anticipated to be released for public review and comment in October and finalized in November.

STAC Discussion: Discussion centered largely around the cost of climate change versus the full cost to implement and maintain the alternative solutions and infrastructure necessary to meet the GHG goals. Some asked whether the State's GHG reduction planning accounted for the full cost of climate change, citing ongoing expenses on roadways and bridges due to the 2013 flood and accelerated degradation of road surfaces caused by increased temperature extremes. CDOT's resiliency planning is developing benefit/cost models to demonstrate the broad expense of roadway impacts versus the cost to implement the improvements needed to ensure resiliency and redundancy in the transportation system. Other STAC members questioned whether the GHG reduction plans properly reflect the cost to implement, such as the lifecycle costs of wind and solar energy infrastructure. The State



reported that while the cost of alternative wind and solar solutions have steadily decreased, implementation plans developed by Xcel and Tri-State energy companies and approved by the Public Utilities Commission (PUC) have shown a slight net cost benefit to individual consumers/users and only minimal cost impacts as we near GHG reduction levels of 80% or more. Some contended, however, that the full cost of energy grid modifications to carry energy from dispersed wind and solar farms is not accurately reflected.

5) **Division of Aeronautics Financial Update – David Ulane, Aeronautics Division Director.**

a) Director Ulane provided STAC an overview of the 2020 Colorado Aviation System Plan (CASP) containing an inventory of airports, measures of the performance and condition of their assets, revenue projections, assessment of system needs, performance goals and assessment of COVID-19 impacts.

STAC comments:

- It was asked whether aviation planning is integrated with highway plans such as Hwy 36 to the space port and for intermodal freight; The 2020 CASP did include intermodal and multimodal considerations. Regarding projections of airline fuel revenues, it was explained that revenues are dependent upon both volume and price of fuel, and revenues are therefore more difficult to project than highway revenues.

6) **STAC Bylaws Revision – Holly Williams, Pikes Peak Area Council of Governments:**

- a) The sub-committee recommended meeting materials be required one week before meetings (no change) and to allow emergency items to be added to the agenda upon a majority vote of the STAC members.
- b) The results of the sub-committee's survey of STAC members indicated fairly evenly split preferences for 1) no changes, 2) change to include Chair term limits of two 1-year terms, or 3) change to term limits plus requirement for Chair to be chosen from different regions on a rotational basis.

STAC comments: STAC supported the subcommittee recommendation to allow emergency additions to the agenda with majority STAC vote. Consensus was to eliminate Option 3 and decide upon Options 1 and 2 in October. The sub-committee will draft Bylaws to include a provision for emergency additions to the agenda and for Chair term limits of two 1-year terms.

7) **National Highway Freight Program (NHFP) Guidance Document - Rebecca White, DTD, Director and Craig Hurst, Freight Programs Manager**

a) STAC received a summary of the draft guidance document that proposes a set of changes to strengthen the process of implementing the program and the selection of NHFP-funded projects.

STAC Discussion: Discussion provided clarification that the program can fund only freight projects developed and submitted by CDOT's Regions. The Call-For-Ideas (CFI) process allows projects to be easily evaluated for eligibility and quality, saving staff time invested in developing applications for unlikely or ineligible projects. Counties and municipalities with eligible candidate project interests should work through their TPRs to communicate and prioritize freight project needs with CDOT. Local governments would coordinate with CDOT in the development of applications for projects that involve their jurisdiction. Projects should be on the Primary Freight Network; with limited miles allotted to Colorado on the Critical Urban and Critical Rural Freight Corridors, they are generally only on the State Highway System.

8) **Next STAC meeting will be October 9, 2020 (virtual attendance only).**