

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
MEETING AGENDA  
January 7, 2021

Call-in Number: **+1 (571) 317-3122**  
 Access Code: **702-481-069**  
<https://www.gotomeet.me/NFRMPO/january-2021-council-meeting>  
 For assistance during the meeting, please contact Alex Gordon - [agordon@nfrmpo.org](mailto: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- December 3, 2020 (Page 7)

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

Est. Time

COUNCIL REPORTS:

- |  |   |           |      |
|--|---|-----------|------|
| 3) Air Pollution Control Division (APCD) (Page 12) | (Written)                                   |           |      |
| 4) Regional Air Quality Council (RAQC)             | Mike Silverstein - RAQC Executive Director  | (15 min.) | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 14)    | Medora Bornhoft - Transportation Planner II | (5 min.)  | 6:20 |

Metropolitan Planning Organization Agenda

REPORTS:

- |  |  |           |      |
|--|--|-----------|------|
| 6) Report of the Chair- <ul style="list-style-type: none"> <li>• Council Committee Assignments</li> </ul>                                | Don McLeod - Council Chair — Town of Severance | (5 min.)  | 6:25 |
| 7) Executive Director Report <ul style="list-style-type: none"> <li>• MPO Boundary Discussion</li> <li>• New Mobility Manager</li> </ul> | Suzette Mallette - Executive Director          | (10 min.) | 6:30 |
| 8) Finance Committee (Page 16)   | (Written)                                      |           |      |
| 9) TAC (Page 19)   | (Written)                                      |           |      |
| 10) Mobility (Page 20)   | (Written)                                      |           |      |

CONSENT AGENDA:

- |   |  |          |      |
|---|--|----------|------|
| 11) 2017-2021 NFRMPO Targets for Safety Performance Measures (Page 22) Resolution 2021-01 | AnnaRose Cunningham - Transportation Planner I | (5 min.) | 6:40 |
| 12) 3 <sup>rd</sup> Quarter 2020 Unaudited Financials (Page 26)                           | Stuart Kurtz - Accounting Manager              |          |      |

ACTION ITEMS:

- |  |                               |           |      |
|--|-------------------------------|-----------|------|
| 13) Executive Director Goals (Page 40)   | Don McLeod & Suzette Mallette | (10 min.) | 6:45 |
| 14) Resolution of Continued NFRMPO Planning Council Support for NI-25 (Page 41) Resolution 2021-02 | Suzette Mallette              | (10 min.) | 6:55 |

DISCUSSION ITEM:

- |  |   |           |      |
|--|---|-----------|------|
| 15) City of Evans 37 <sup>th</sup> Street Widening Project Scope Changes (Page 43) | Medora Bornhoft & Mark Oberschmidt - City Engineer, City of Evans | (10 min.) | 7:05 |
|--|---|-----------|------|

COUNCILREPORTS:

- |  |   |          |      |
|--|---|----------|------|
| Transportation Commission CDOT R4 Update (Page 65) | Kathleen Bracke - Transportation Commissioner     |          |      |
| I-25 Coalition                                     | Heather Paddock - CDOT R4 Transportation Director |          |      |
| Host Council Member Report                         | Dave Clark - Loveland Council Member              |          |      |
|  | Scott James - Weld County Commissioner            | (5 min.) | 7:20 |

MEETING WRAP UP:

- |                                       |  |  |      |
|---------------------------------------|--|--|------|
| Next Month's Agenda Topic Suggestions |  |  | 7:25 |
|---------------------------------------|--|--|------|

**NEXT MPO COUNCIL MEETING: February 4, 2021- Hosted by the City of Evans**



## **MPO Planning Council**

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

**Donald McLeod, Mayor - Chair**

Alternate- Frank Baszler, Trustee

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

**William Karspeck, Mayor - Vice Chair**

Alternate- Maureen Dower, Mayor Pro Tem

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

**Dave Clark, Councilmember - Past Chair**

Alternate- TBD

### ***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***

**TBD, Councilmember**

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**

### ***Larimer County***

**TBD, Commissioner**

Alternate- TBD- Commissioner

### ***Town of LaSalle***

**Paula Cochran, Trustee**

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

**Elizabeth Austin, Mayor**

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

**Lisa Laake, Trustee**

### ***Weld County***

**TBD, 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

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

**GLOSSARY (cont'd)**

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

**GLOSSARY (cont'd)**

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

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

**December 3, 2020  
Virtual Meeting**

**Voting Members Present:**

Dave Clark- CHAIR	-Loveland
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Tom Donnelly	-Larimer County
Lanie Isbell	-Eaton
Will Karspeck	-Berthoud
Don McLeod	-Severance
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kevin Ross	-Weld County
Kristen Stephens	-Fort Collins
Dena Wojtach	-CDPHE

**Voting Members Absent:**

Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath
Troy Mellon	-Johnstown

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Stuart Kurtz, Accounting Manager; Alex Gordon, Transportation Planner III; Medora Bornhoft, Transportation Planner II; AnnaRose Cunningham, Transportation Planner I

**In Attendance:**

Dawn Anderson, Darin Barrett, Abdul Barzak, Allison Baxter, Ken Bennett, Amanda Brimmer, Rich Christy, James Eussen, Jamie Grim, Josie Hadley, Joel Hemesath, Myron Hora, Mark Jackson, Scott James, Will Jones, Dean Klingner, Daniel Mattson, Steve Moreno, Mitch Nelson, Heather Paddock, Randy Ready, Jan Rowe, Bryan Schafer, Karen Schneiders, Jody Shaddock-McNally, Robin Stoneman, Eric Tracy, Wade Troxell, William

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

**Public Comment:**

Darin Barrett, Loveland citizen, thanked Commissioner Donnelly for his contributions to the Council and I-25. Additionally, Barrett reiterated his public comment from last month's meeting requesting the Planning Council write a letter to the federal authorities or the Governor asking for the dismissal of air quality readings due to wildfires and the Coors factory fire.

**Move to Approve Agenda:**

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

**Move to Approve Minutes:**

McLeod **moved** to approve the *November 5, 2020 Council Meeting Minutes* as submitted. The motion was **seconded** and **passed** unanimously.

### **Executive Session:**

Director Mallette provided instructions on how to join the Executive Session via a separate conference call. Chair D. Clark requested a motion to enter an Executive Session.

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

Chair D. Clark stated no Action would be taken during the Executive Session.

Council entered Executive Session at 6:11 p.m. The session lasted approximately thirty-five minutes.

*Chair D. Clark called for a brief break.*

*The meeting reconvened at 6:52 p.m.*

### **Lead Planning Agency for Air Quality Agenda**

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

#### Air Pollution Control Division (APCD)

Wojtach stated the Monthly Report from the APCD includes information and links for a review of the 2020 ozone season, stakeholder engagement meetings on a fee rule to fund the Air Quality Enterprise, and stakeholder meetings on Greenhouse Gas emissions from oil and gas. In November, the Air Quality Control Commission (AQCC) took preliminary action on the regional haze rulemaking, including expediting the closure of several power plants. In December, the AQCC will take final action on the regional haze rulemaking and hold the rulemaking hearing on the ozone SIP. Wojtach noted a separate rulemaking will be set to address pneumatic devices used in oil and gas operations.

Wojtach provided information on the impact of wildfires on ozone values and the process for submitting an exceptional event demonstration to the EPA. The APCD will evaluate the 2020 data in 2021 and decide if a demonstration should be submitted. She noted a demonstration takes substantial time and effort, may not be approved by EPA, and even if approved, may not change the outcome, as the region may still fail to meet the standard. Wojtach identified ways to provide comment, including submitting written comment to the RAQC, AQCC, or state political representatives and clarified the decision to pursue an exceptional event demonstration can be made by the Governor. After the meeting, Wojtach will provide instructions on submitting written comment.

Discussion focused on the value of identifying accurate ozone readings reflective of human contributions using the EPA's exceptional events provision.

#### Regional Air Quality Council (RAQC)

A written report was provided.

#### SIP Hearing

Director Mallette noted the NFRMPO was involved in developing the motor vehicle emissions budgets (MVEB) included in the Serious SIP, which are used for conformity. The AQCC's rulemaking hearing for the Serious SIP is in December. An alternative proposal was submitted by WildEarth Guardians to lower the budgets by 25 percent. Due to the alternative proposal, the NFRMPO submitted a request for late party status but the request was denied. Instead, the NFRMPO submitted a public comment letter to AQCC and the NFRMPO will serve as a witness during the RAQC's testimony at the hearing. Mallette noted the alternative proposal to lower the budgets does not meet process requirements and is not backed by scientific analysis.



Amanda Brimmer, RAQC, provided additional detail on the AQCC's Serious SIP rulemaking hearing and the rebuttal statement submitted by the RAQC countering the alternative proposals. Public comment is 4:30-7:30 pm on December 16 and the hearing is December 17 and 18.

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

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

### **REPORTS:**

#### Report of the Chair

Chair D. Clark recognized the service of Mayor Pro Tem Stephens, Commissioner Ross, and Commissioner Donnelly, who will no longer be representing their communities on the Planning Council. The Council members received accolades for their dedication and contributions to NFRMPO accomplishments.

#### Executive Director Report

Director Mallette reported the MPO Boundary Discussion focus group has met twice with Transportation Planning Region (TPR) chairs. The group considered six boundary scenarios and narrowed it down to four. The focus group is meeting next week to further refine the scenarios and determine impacts to funding and governance structures. She noted the discussions are in the preliminary phase, participation is open to all communities, and any change would require an extensive process and would not happen quickly. Stephens stated it is unclear if any of the scenarios will resolve any identified issues. Chair D. Clark noted it has been an informative process and the 2020 Census could also prompt boundary changes.

#### Finance Committee

A written report was provided.

#### TAC

A written report was provided.

#### Mobility

A written report was provided.

### **CONSENT AGENDA:**

Karspeck **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously. Items on the consent agenda included:

- Updated Federal Performance Measures: Pavement Condition
- FY2020 TIP Delay Review
- FY2021 UPWP Tasks Amendment
- Articles of Association Update

### **ACTION ITEMS:**

#### November 2020 TIP Amendment

Medora Bornhoft, Transportation Planner II, stated the amendment includes two new projects for the Transportation Improvement Program (TIP). No comments have been received to date, and Council action is contingent on no comments being submitted following Council approval and prior to the closure of the 30-day public comment period on December 10, 2020.

Ross **moved** to *APPROVE RESOLUTION 2020-25 FOR THE NOVEMBER 2020 TIP AMENDMENT*. The motion was **seconded** and **passed** unanimously.

#### E-Signature Policy

Stuart Kurtz, Accounting Manager, stated electronic signatures have become necessary and a policy was drafted to govern the usage and acceptance of e-signatures. He explained the policy and noted it conforms with state law.

Stephens **moved** to *APPROVE RESOLUTION 2020-26 FOR THE E-SIGNATURE POLICY*. The motion was **seconded** and **passed** unanimously.

### 2021 Officer Elections

Chair D. Clark opened nominations for 2021 Council Chair, noting the bylaws require alternating chairs between Larimer County and Weld County and therefore nominations for representatives from Weld County are requested.

*Chair D. Clark **nominated** McLeod.* The motion was **seconded**.

*Chair D. Clark **moved** to close nominations and elect McLeod as 2021 Council Chair by Acclamation.* The motion was **seconded** and **passed** unanimously.

Chair D. Clark opened nominations for 2021 Council Vice Chair, noting nominations for representatives from Larimer County are requested.

*McLeod **nominated** Karspeck.* The motion was **seconded**.

*Chair D. Clark **moved** to close nominations and elect Karspeck as 2021 Council Vice Chair by Acclamation.* The motion was **seconded** and **passed** unanimously.

Chair Elect McLeod thanked Chair D. Clark for his dedication and extensive contributions. Mallette stated Chair D. Clark will be receiving a plaque in recognition of his service to the MPO.

Chair Elect McLeod will assign a Statewide Transportation Advisory Committee (STAC) Representative at the January 2021 meeting.

### **DISCUSSION ITEM:**

#### 2017-2021 NFRMPO Targets for Safety Performance Measures

AnnaRose Cunningham, Transportation Planner I, explained States and MPOs are required to adopt targets each year for five safety performance measures. She presented the targets adopted by CDOT and considerations for whether the MPO should set regionally specific targets or support the targets adopted by CDOT.

Discussion centered on how the targets relate to Vision Zero and the NFRMPO's Safety Vision. Cunningham explained the Safety Vision informs the NFRMPO's plans and programs and is aspirational, whereas the targets must be data driven.

### **COUNCIL REPORTS:**

#### Transportation Commission Report

Bracke reported the Commission is working on adjusting budgets and forecasts due to the financial impacts of COVID-19. Bracke noted the Governor's budget proposal includes funding for shovel ready projects and Safer Main Streets. Executive Director Lew reconvened the Statewide Transportation Working Group to identify funding options. Bracke offered to meet with Planning Council members, local government councils, and community organizations to provide information on transportation planning at CDOT.

#### CDOT R4 Update

Paddock thanked Commissioner Donnelly, Commissioner Ross, and Mayor Pro Tem Stephens for their service and leadership on I-25.

Paddock stated the Larimer County Emergency Management Team reported the Cameron Peak fire is now 100 percent contained.

The Governor's budget proposal includes a \$1.2B stimulus package with \$200M for transportation. The specific projects are still being discussed. \$130M would go to shovel ready

projects and failing assets. Another \$70M would go to the Revitalizing Main Streets and Safer Main Streets program to bolster multimodal downtowns and economic activity. The criteria for this program are still being developed. Similar programs were available earlier this year and provided substantial support in Region 4.

The Great Western Railroad bridge deck slide in over North I-25 was successful. Paddock noted the US34 bridge deck is progressing with traffic shift in early spring. Prospect interchange is still planned to be completed by end of the year. Final bids on Segment 6 were recently received, and the full scope will be addressed within the project budget, which is a testament to the great work of the project team and the construction manager general contractor (CM/GC) process.

#### I-25 Coalition Report

Chair D. Clark stated Sandra Solin reported on the stimulus package and legislative action during the special session. David May provided a report on the I-25 Funding Committee to identify funding options. May is retiring from the Fort Collins Chamber of Commerce and Chair D. Clark noted May provided substantial support for I-25. The TIFIA loan for I-25 Segments 7 & 8 is still in process.

#### US-34 Coalition Report

Chair D. Clark stated CDOT presented on interchange designs for WCR17, 35<sup>th</sup> Avenue, and 47<sup>th</sup> Avenue and US34. The overall goals of the Coalition will be addressed at the next meeting.

#### STAC Report

A written report for November was provided.

#### Host Council Member Report

Donnelly stated collaboration between Larimer County and Berthoud on LCR17 using federal funding provided by the NFRMPO has been successful and work is nearly completed.

### **MEETING WRAP-UP:**

#### Next Month's Agenda Topic Suggestions

None

The meeting was adjourned at 8:33 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO 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 Thursday, January 7, 2021

### Air Pollution Control Division (Division) Updates:

- The Division is hosted a stakeholder meeting on December 14 related to the development of a fee rule to fund the Air Quality Enterprise. The Board is scheduled to meet on January 26 and a stakeholder meeting is scheduled for February 10. The list of Board members and additional information are provided here: <https://cdphe.colorado.gov/air-quality-enterprise>
- The Division is commencing the oil and gas Greenhouse Gas Roadmap stakeholder process. Additional information is available here: <https://cdphe.colorado.gov/oil-and-gas-greenhouse-gas-roadmap-stakeholder-process>.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and winter air quality advisories and indoor burning alerts. For additional information and to subscribe to an email list, please visit: <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

### December 16-18, 2020 Commission Meeting:

- The Commission adopted Phase 1 revisions to the Regional Haze SIP and Regulation Number 3 related to the control of NO<sub>x</sub>/SO<sub>2</sub>/PM emissions from certain Reasonable Progress sources identified as impacting Class I areas, as proposed by the Division. These Regional Haze SIP revisions will be followed in 2021 with a proposal to set a hearing considering adopting Colorado's Regional Haze SIP in full (Phase 2).
- The Commission adopted the Division's proposed elements to Colorado's State Implementation Plan (SIP) and revisions to associated regulations.
- Commission meeting materials and additional information are available at <https://cdphe.colorado.gov/aqcc>.

### January 21-22, 2020 Commission Meeting:

- The Commission will consider revisions to Regulation Number 8, Part B to clarify and update the requirements for asbestos abatement.
- The Commission and Division will discuss whether the Commission should consider revisions to its GHG Resolution based on the state's final GHG Roadmap.
- The CDPHE Executive Director will consult with the Commission regarding the Department's plans to create a proclamation regarding racism as a public health crisis.



- The Division will consult the Commission regarding its final Clean Energy Plan guidance with respect to SB19-236.
- The Commission will consider additional pneumatic device requirements pursuant to the Pneumatic Controller Taskforce recommendations.



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: January 7, 2021**

**Re: NFRMPO Air Quality Program Updates**

### Background

Due to an increase in air quality topics and proposals that impact the North Front Range MPO, NFRMPO staff have re-distributed work tasks to provide better coverage of air quality tasks. Specifically, Medora Bornhoft will lead the NFRMPO's Air Quality Program and AnnaRose Cunningham will lead the Transportation Improvement Program (TIP) and Call for Projects.

The NFRMPO's Air Quality Program aims to provide a proactive and comprehensive approach to transportation-related air quality issues. NFRMPO staff will present updates to Planning Council monthly or as needed and increase engagement of the Technical Advisory Committee (TAC) on air quality tasks. TAC members have identified local agency staff involved with air quality or other environmental issues who will be invited to TAC meetings as non-voting participants.

Recently completed air quality tasks:

- Director Mallette provided witness testimony during the Air Quality Control Commission's (AQCC) Serious State Implementation Plan (SIP) Rulemaking Hearing on December 16-18, 2020 to oppose the alternative proposal to lower Motor Vehicle Emissions Budgets (MVEBs) by 25 percent. The AQCC unanimously approved the Serious SIP and MVEBs as proposed by the Regional Air Quality Council (RAQC) and supported by the NFRMPO.

Ongoing and upcoming air quality tasks:

- Participation as a stakeholder in the development of greenhouse gas (GHG) budgets for regional transportation plans, as proposed in Draft *Colorado Greenhouse Gas Pollution Reduction Roadmap* released by the Colorado Energy Office (CEO). An AQCC rulemaking hearing request to address GHG emissions from transportation is scheduled for April 2021 and the associated AQCC rulemaking hearing is scheduled for July 2021. A stakeholder meeting including CDOT, CDPHE, CEO, DRCOG, NFRMPO and RAQC will be held after the first of the year.
- Participation on the Regional Air Quality Council's (RAQC's) Employer-Based Trip Reduction Control Strategy Work Group, which is developing a proposal to reduce ozone through decreasing drive alone commute trips by employees of large employers (250 or more employees at a single site). An



estimated 74 employers within the NFRMPO region meet the large employer threshold. The proposal could be recommended by the RAQC to the AQCC as a regulatory program.

- Regarding the potential exceptional event demonstration by the APCD to remove ozone exceedances influenced by wildfires in 2020, monitoring the status of the demonstration and ensuring Planning Council's request for completion of an accurate and thorough demonstration has been communicated to APCD. An exceptional event demonstration appears to be likely. In a statement released on December 15, 2020<sup>1</sup>, Governor Polis declared the APCD “will likely seek to exclude days with truly extraordinary events, like the Cameron Peak and East Troublesome fires, but I do not expect that this will impact the downgrade to Severe status.”

## Action

NFRMPO staff invites feedback on the ongoing and upcoming tasks of the NFRMPO Air Quality Program.

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<sup>1</sup> Governor Jared Polis, “Statement of Governor Jared Polis Regarding Ozone Nonattainment Status in the Denver Metropolitan / North Front Range Area”, December 15, 2020, [https://drive.google.com/file/d/1a\\_2xO-iHf382ua7kkY2iGFeGn4rlsi2t/view?usp=sharing](https://drive.google.com/file/d/1a_2xO-iHf382ua7kkY2iGFeGn4rlsi2t/view?usp=sharing).

## FINANCE COMMITTEE REPORT

- Finance Committee met on December 23, 2020
- Alex Gordon introduced the new mobility manager Cory Schmitt to the Committee and presented the mobility update.
  - Cory answered questions from Committee on his mobility background-he has a history in mobility and he emphasized the need to be adaptable and flexible with community relations.
  - Alex advised Committee 5310 Rural Funding application was approved. NFRMPO now contracting with CDOT, Larimer and Weld counties to service their entire counties.
- The committee reviewed the 3<sup>rd</sup> Quarter Unaudited Financial Statements.
  - Committee had questions on VanGo statement of net activity line items:
    - Cares Act-Committee asked about reporting needs. Since VanGo is a sub recipient from Fort Collins via tax exchange no CARES reporting needed. Fort Collins responsible.
    - No new vehicle purchases-COVID related, less participation.
  - The committee recommends Council accept the 3rd 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. Will continue to evaluate the program and adjust.



TASK PROGRESS	FUNDING IMPACT	TOTAL
<b>MOBILITY MANAGEMENT</b>		
<ul style="list-style-type: none"> <li>Hired Cory Schmitt, Mobility Manager. Started December 1, 2020</li> </ul>	--	--
<ul style="list-style-type: none"> <li>Introducing Cory to community partners to identify goals, get regional context</li> </ul>	--	--
<ul style="list-style-type: none"> <li>Completed scope of work for “Transportation Services for Vulnerable Populations, including Seniors” funds <ul style="list-style-type: none"> <li>Funds meant to help agencies providing transportation to older adults and individuals with disabilities that did not receive CARES Act Funds</li> <li>CDOT expects to contract funds to NFRMPO who will distribute funds</li> <li>Survey distributed to community partners</li> <li>2 non-profits responded, 60+ Ride and Envision</li> <li>NFRMPO will keep administrative funds</li> </ul> </li> </ul>	Not budgeted: \$115,000	\$115,000
<ul style="list-style-type: none"> <li>Scope of work sent to CDOT for rural \$5310 funds – Local match provided by Larimer and Weld counties</li> </ul>	Not budgeted: \$33,000	\$33,000
<b>MOBILITY COORDINATION</b>		
<ul style="list-style-type: none"> <li>Held one Larimer County Mobility Committee meetings and two Weld County Mobility Committees</li> </ul>	--	--
<ul style="list-style-type: none"> <li>Began work on Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)</li> </ul>	--	--
<b>TECHNICAL ASSISTANCE</b>		
<ul style="list-style-type: none"> <li>Repurposed 60+ Ride vehicle for Envision. Awaiting contract with CDOT. Vehicle potentially in Q1 2021.</li> </ul>	--	--
<b>SOFTWARE AND TECHNOLOGY</b>		
<ul style="list-style-type: none"> <li>Awaiting contract for FASTER funds from CDOT – Trip Discovery project</li> </ul>	\$40,000	\$40,000

**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

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

Nov 19,2020 9:00

a.m.

GoToMeeting

Members Present

Kristin Stephens  
Will Karspeck  
Paul Rennemeyer

Staff Present

Suzette Mallette  
Stuart Kurtz

The meeting was called to order by Member Stephens at 9:03 a.m.

VanGo™ Updates:

Mallette updated the committee on the status of VanGo with discussion of COVID-19 updates. Committee agreed on need to be flexible to keep riders after discussing COVID policy of waiving seat reservation fees until the end of June 2021. Committee asked approximately how long CARES Act funds are projected to last for VanGo. Kurtz estimated 70 months at current pace.

Update on VanGo™ implementation of new credit card billing software and acceptance programs PayFabric and CCA from Nodus:

Kurtz explained the need to update the software and the vendor. VanGo needed to partner with an ecommerce vendor that provided a PCI compliant solution. Nodus, the new software vendor, stores all credit card information in the cloud so that VanGo employees never see the credit card information making it very secure. Mallette further noted that the previous vendor, K-ecommerce, dragged their feet on helping implement a compliant solution, necessitating moving to a new vendor. Including all training, testing and implementation, the process took approximately a month. Mallette thanked accounting department for efforts on this, Committee also did.

Approval of Minutes:

The minutes of the Sept 17, 2020 meeting were accepted.

New NFRMPO e-signature Policy:

Kurtz explained the proposed e signature policy and reasoning behind it to Committee. Kurtz advised that policy was in compliance with advances recognized by Colorado General Assembly, ratifies previous use of e signatures by NFRMPO staff on behalf of NFRMPO and will be audit compliant. Mallette concurred on need for this. Committee agreed and moved to send to the NFRMPO Council for approval.

The meeting was adjourned at 9:25 a.m.

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

**APPROVAL OF THE NOVEMBER 18, 2020 TAC MINUTES**

Schneiders moved to approve the November 18, 2020 TAC minutes. Anderson seconded the motion, which was approved unanimously.

**CONSENT AGENDA**

**2017-2021 NFRMPO Targets for Safety Performance Measures** – Klockeman moved to approve the Consent Agenda. Buckman seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**Election of 2021 TAC Officers** – Tracy nominated Nelson to continue as Chair. Buckman moved to approve Nelson as Chair. Klockeman seconded the motion, which was approved by acclamation. Nelson nominated Tracy to continue as Vice Chair. Schneiders moved to close the nomination process and approve the nominations, affirming Tracy as Vice Chair by acclamation.

**PRESENTATIONS**

**US34 Expansion Project and Kendall Parkway Mobility Hub** – Klockeman described the *US34 Expansion Project*, which includes building an additional travel lane in each direction, turn lane additions and extensions, improved bike lanes, and additional sidewalks between Denver Avenue and Rocky Mountain Avenue. Expanding US34 between Rocky Mountain Avenue and Centerra Parkway was added as a local companion project in the *North I-25 Express Lanes* project and includes an additional travel lane in each direction, new bridges over I-25, and replaced aesthetic improvements. Klockeman noted CDOT is aiming to complete its construction in late 2021 or early 2022. The section of US34 between Boyd Lake Avenue and Denver Avenue is under construction, with construction of US34 between Fall River Drive and Boyd Lake Avenue expected in 2021. Boyd Lake Avenue to Rocky Mountain Avenue will be a future phase.

**North I-25 Project Update** – Hadley reviewed the progress made on the *North I-25 Express Lanes* project in the NFRMPO region in 2020. Major construction has been completed for Segments 6, 7, and 8. Major work continues on Prospect Road, US34, SH56, the Little Thompson River bridge, and the Big Thompson River bridge. Hadley reviewed the next steps for Segment 6, including finalizing the construction schedule for the majority of the scope. Construction for the interchange and bridge at SH56 are continuing, while structure work and utility relocation will start soon. Hadley explained upcoming closures in Q1 2021.

**DISCUSSION**

**NFRMPO Air Quality Program Update** – Karasko stated NFRMPO staff is re-distributing work tasks due to the increase in air quality items. Bornhoft asked TAC members if other staff from NFRMPO communities would be interested in receiving TAC emails and participating in TAC meetings. Bornhoft reviewed upcoming air quality tasks, including the *Serious SIP Rulemaking Hearing* which starts December 16, where Mallette will provide witness testimony; development of greenhouse gas (GHG) budgets for regional transportation plans, as proposed in the *Colorado Greenhouse Gas Pollution Reduction Roadmap*; RAQC's Employer-Based Trip Reduction Control Strategy Work Group; and potentially requesting an exceptional event demonstration due to the wildfires in summer 2020.

**CDOT/Local Agency IGA Process** – Karasko stated issues were identified at the November Statewide MPO meeting with delays in IGA contracts between local agencies and CDOT. Karasko stated a survey was sent out to the MPOs. NFRMPO staff is requesting TAC members provide information on any projects experiencing issues with the CDOT/local agency IGA process.



# MOBILITY COORDINATION

WINTER 2021 NEWSLETTER



## COLT receives new buses

City of Loveland Transit (COLT) has received two new buses to replace its aging fleet. The new buses feature new branding, space for three bicycles, and a smoother ride. Expect to see the new buses put into service in the coming months.

Additional buses are in the pipeline for coming years as COLT works to improve the rider experience.

Learn more about the new buses and how COLT runs during the pandemic at [cityofloveland.org/transit](http://cityofloveland.org/transit).

## Estes Park piloting winter service



The Town of Estes Park started a pilot off-season transit service using its new fully electric trolley in November. The new service will be free to all riders each Wednesday from 2:00 p.m. to

5:00 p.m., running from Talons Pointe/Falcon Ridge and travel to the Lower Stanley Village at Reel Mountain Theater. The trolley has a wheelchair lift to ensure mobility for individuals with a mobility device.

During the summer, Estes Park runs multiple trollies as part of the Estes Transit system. This will be the first service provided in the winter with the pilot running through May 26, 2021. Capacity will be capped to 13 total passengers at a time to ensure proper social distancing.

Find out more about the service, including schedules and specific stops, at [www.estes.org/shuttles](http://www.estes.org/shuttles).

## COVID funding for non-profit providers

To help agencies that did not receive CARES Act funding, the Colorado Legislature set aside \$1M in a new funding source called “Transportation Services for Vulnerable Populations, including Seniors”. These funds are earmarked for non-profit and governmental agencies that help provide mobility for older adults and individuals with disabilities.



For the NFRMPO region, CDOT allotted \$115,000. Through a survey sent out to the Larimer and Weld County Mobility Committees, two agencies applied for the funding: 60+ Ride and Envision. Each agency will use the funds to offset financial losses due to COVID restrictions and operating adjustments.

## Welcome, Cory Schmitt

Welcome Cory Schmitt, the NFRMPO’s new Mobility Manager! Cory joins the NFRMPO after serving as the Mobility Manager with Boonslick Regional Planning Commission in Missouri.

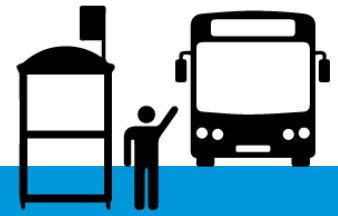


Cory brings both experience in the mobility world and a passion for serving others. As a social worker, he sees mobility management as a natural way to incorporate social work values of centering the individual and their unique needs into the transit and mobility conversation to ensure everyone can get where they need and want to go. Cory’s main task will be developing the NFRMPO’s One Call/One Click Center to empower residents of Northern Colorado with a centralized hub to find and access the best transportation options to meet their needs.

Cory can be reached at [cschmitt@nfrmpo.org](mailto:cschmitt@nfrmpo.org) or (970) 999-0072.

# 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 1,648 users have logged onto the online service to find potential service matches since January 1, 2020, with 98.9 percent of users being new. To request printed Rider's Guides, contact Cory Schmitt at [cschmitt@nfrmpo.org](mailto:cschmitt@nfrmpo.org) or (970) 999-0072. The online Rider's Guide is available at [noco.findmyride.info](http://noco.findmyride.info).

### Upcoming Meeting Schedule

January 2021							February 2021							March 2021						
Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa
					1	2	31	1	2	3	4	5	6		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28							28	29	30	31			
LCMC Meeting				MAPG Meeting			WCMC Meeting													

**Note:** Meetings will be held online. Please check [nfrmpo.org](http://nfrmpo.org) for more information.

### Committee Members

Larimer County Mobility Committee	
Meets the third Thursday 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 Tuesday 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/60+ Ride	Sunrise Community Health
United Way of Weld County	

For additional meeting details including agendas, notes & meeting location, visit [nfrmpo.org/mobility](http://nfrmpo.org/mobility).

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 7, 2021 Virtual	2017-2021 NFRMPO Targets for Safety Performance Measures ***CONSENT***	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To approve supporting the 2017-2021 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2017-2021 period by February 27, 2021. CDOT set statewide Targets for 2017-2021 for the National Safety Measures in August 2020. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2017-2021 period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – <b>603</b></li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – <b>1.113</b></li> <li>• Number of Serious Injuries – <b>3,161</b></li> <li>• Rate of Serious Injuries per 100M VMT – <b>5.828</b></li> <li>• Number of Non-motorized Fatalities and Serious injuries – <b>551</b></li> </ul>		
<b>Committee Discussion</b>		
<p>The 2016-2020 safety targets set by CDOT were approved by the NFRMPO Planning Council at their February 6, 2020 meeting and included:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – 618</li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.143</li> <li>• Number of Serious Injuries – 3,271</li> <li>• Rate of Serious Injuries per 100M VMT – 6.075</li> <li>• Number of Non-motorized Fatalities and Serious injuries – 670</li> </ul> <p>During the process of setting 2016-2020 targets, TAC expressed a desire to see how the NFRMPO region compared to the State. Actual number for the State and for the NFRMPO region can be seen in <b>Table 1</b>. A map of crashes from 2015 to 2019 can be viewed at this link: <a href="https://arcg.is/1jaDKq">https://arcg.is/1jaDKq</a>.</p> <p>TAC discussed the 2017-2021 Safety Targets at their November 18 meeting, and at the December 16 meeting recommended supporting the Statewide targets. Planning Council discussed the targets at the December 3 meeting and requested the Safety Vision be referenced in submission to the State and FHWA.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO's Targets for 2017-2021 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.</li> </ul>		

### Advantages

Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.

### Disadvantages

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

### Analysis/Recommendation

At their December 16, 2020 meeting, TAC recommended setting Targets by supporting the CDOT statewide Safety Targets for the 2017-2021 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.

### Attachments

- **Table 1: Performance Measures Actual Numbers**
- ***Resolution No. 2021-01***

### Table 1: Performance Measures Actual Numbers

Measure	State		NFRMPO	
	2018	2019	2018	2019
Fatalities	632	596	49	23
Fatality Rate	1.171	1.090	1.187	0.554
Serious Injuries	3205	3335	208	183
Serious Injury Rate	5.94	6.101	5.054	4.406
Non-Motorized Fatalities and Serious Injuries	552	566	29	25



**RESOLUTION NO. 2021-01  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
TO SET TARGETS BY SUPPORTING THE 2017-2021 TARGETS ESTABLISHED BY CDOT FOR THE SAFETY  
PERFORMANCE MEASURES**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

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

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

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

**WHEREAS**, the Colorado Department of Transportation (CDOT) set the following targets for the 2017-2021 five-year average:

- (1) Number of Fatalities – 603
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.113
- (3) Number of Serious Injuries – 3,161
- (4) Rate of Serious Injuries per 100 million VMT – 5.828
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 551; and

**WHEREAS**, the CDOT set its 2017-2021 safety targets with a data-driven approach and in collaboration with planning partners; and

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

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

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set targets by supporting the CDOT statewide safety targets for 2017-2021 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of January 2021.

\_\_\_\_\_  
Don McLeod, Chair

ATTEST:

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

## MEMORANDUM

To: NFRMPO Council

From: Stuart M Kurtz

Date: January 7, 2021

Re: CY 2020 3rd Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statements for the 3rd 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-3rd Quarter**

CDOT Division of Transit and Rail was working on the MMOF contracts which included the One Call/One Click program and the Premium Transit Analysis. Contracts were finally finalized in 4Q as they were delayed due to COVID-19 and contracts for the CARES Act.

Due to social distancing, outreach expenses and travel expenses were below budgeted expectations. Other office expenses like conference calls increased due to remote work while expenses like office supplies were down due to remote work.

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

### **VanGo™ Highlights-3<sup>rd</sup> 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. Waiving seat reservation fees will continue until the end of June 2021. VanGo decided not to purchase the budgeted ten vans in 2020 due to reduced ridership resulting in reduced mileage on current vans. For the same reasons, van sales were delayed until 4Q 2020. Outreach to vanpoolers has increased to continue membership engagement.

CARES Act funds, which the City of Fort Collins exchange for sales tax funds, provided approximately \$1.4m to the VanGo™ program to offset the loss of revenue. The payments from Fort Collins were broken into three installments; the first payment was received during the 2<sup>nd</sup> quarter, the second



payment was received 3<sup>rd</sup> quarter and the final payment has been received in the 4<sup>th</sup> quarter. 5339 exchange funds are anticipated later in 2020.

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 3rd Quarter Unaudited Financial Statements dated September 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.

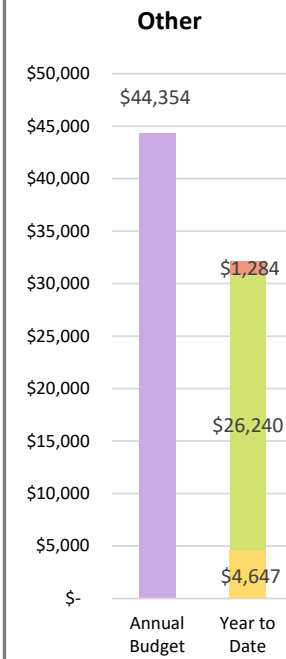
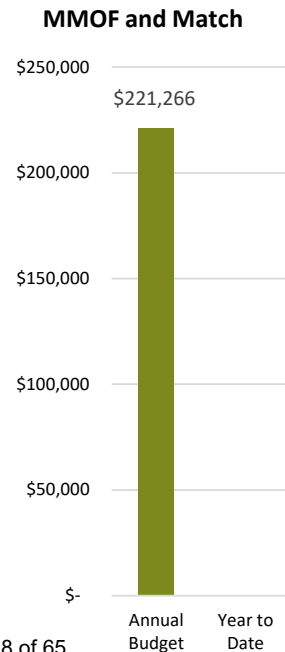
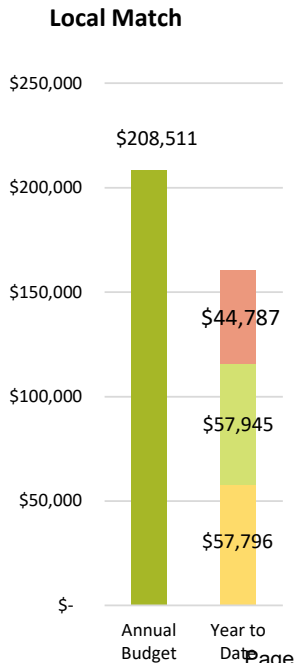
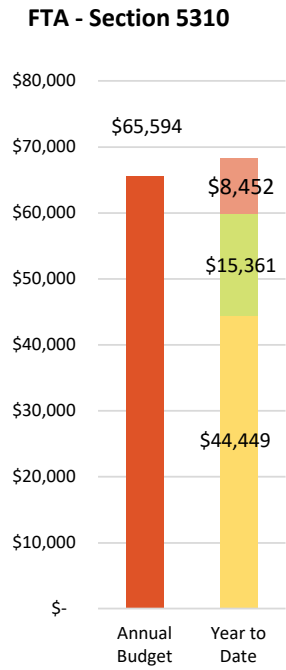
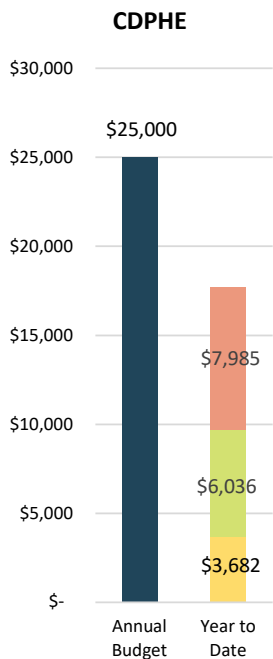
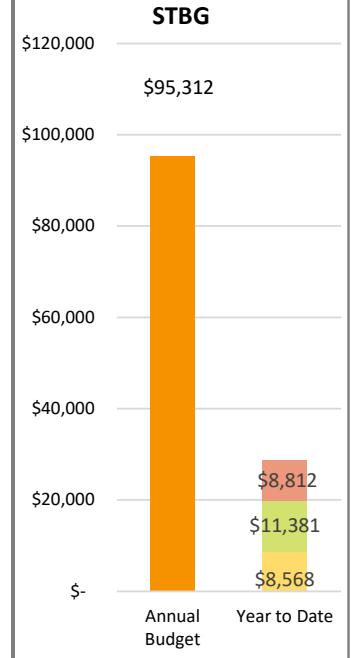
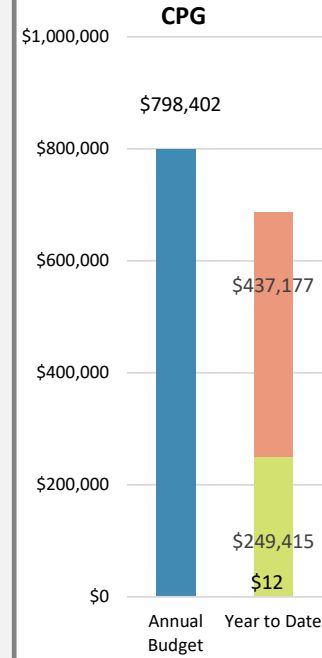
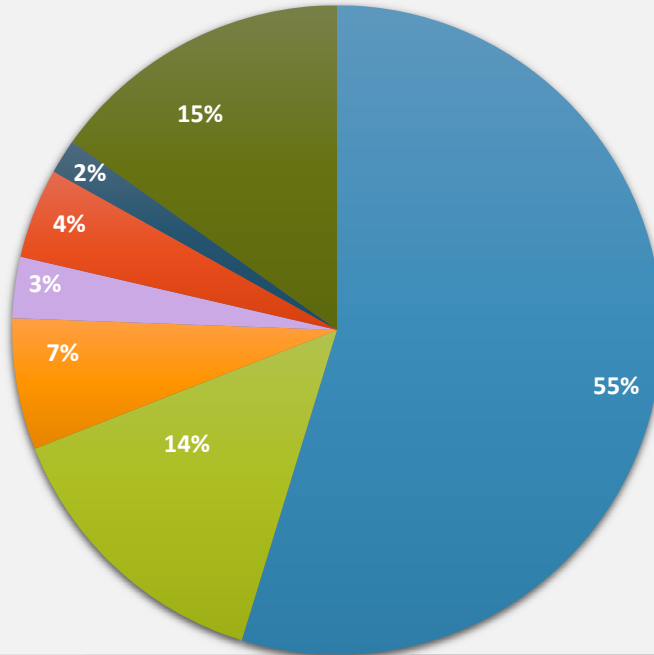
# Metropolitan Planning Organization - REVENUE

## 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



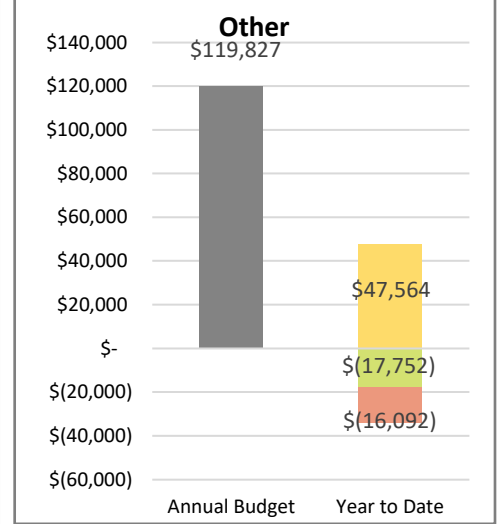
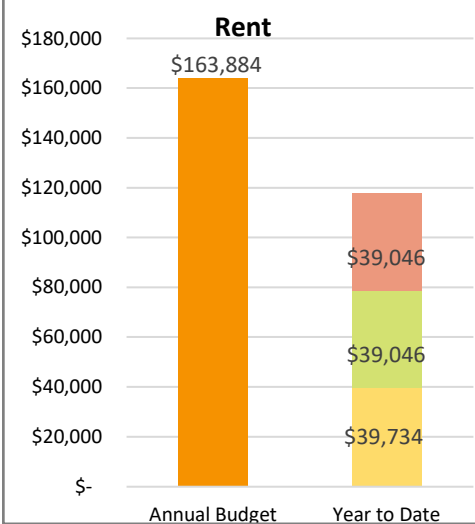
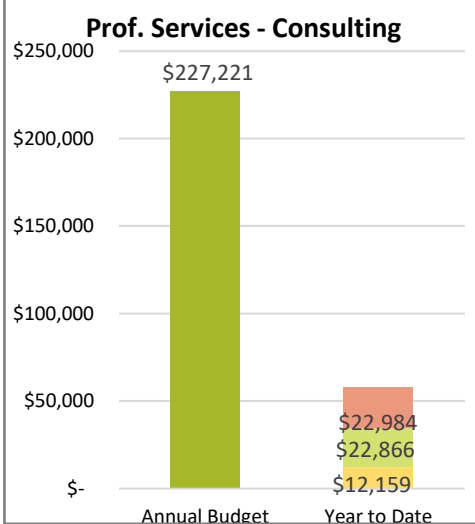
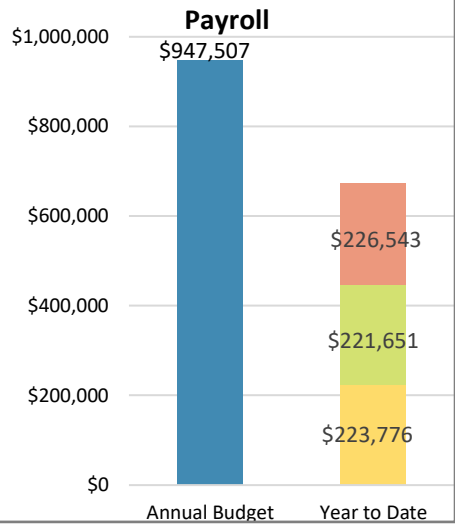
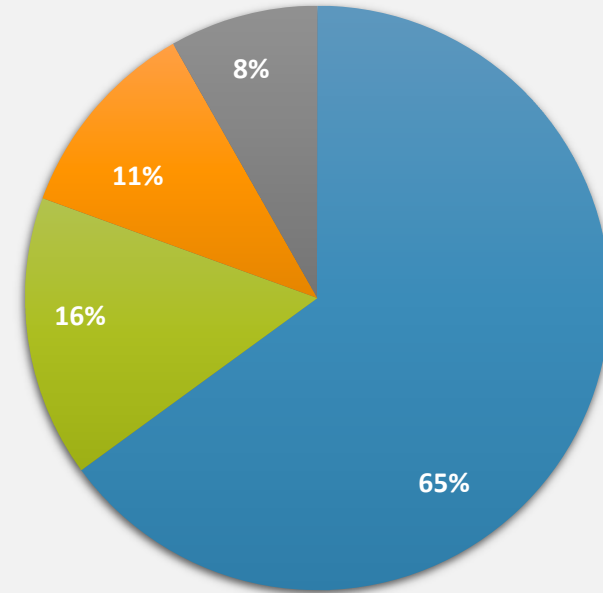
# Metropolitan Planning Organization - EXPENSES

## Annual Budgeted Expenses vs. Expenses - 2020

Q1 Q2 Q3 Q4

### Annual Budgeted Expenses

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



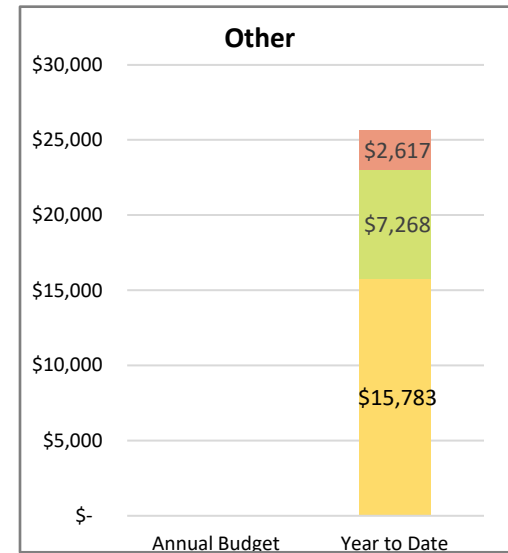
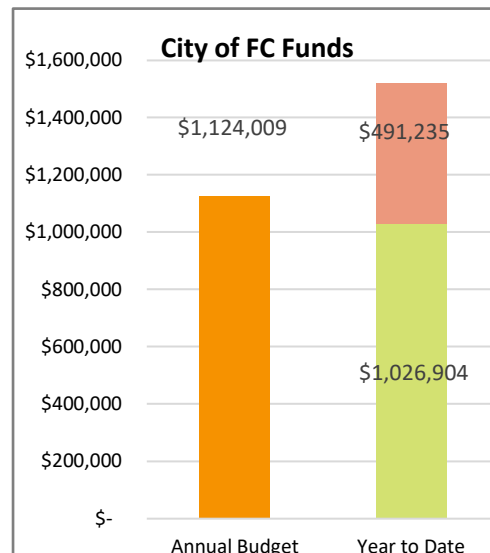
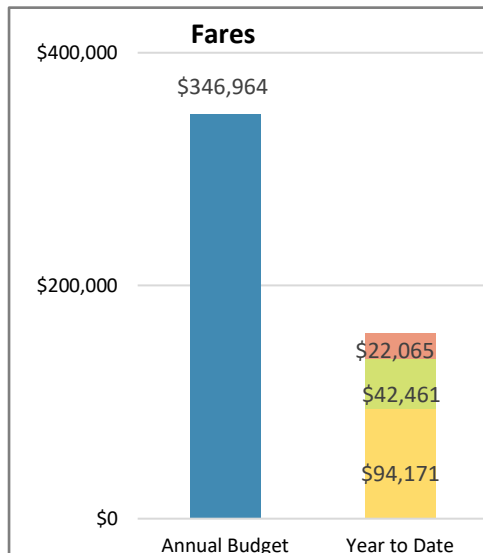
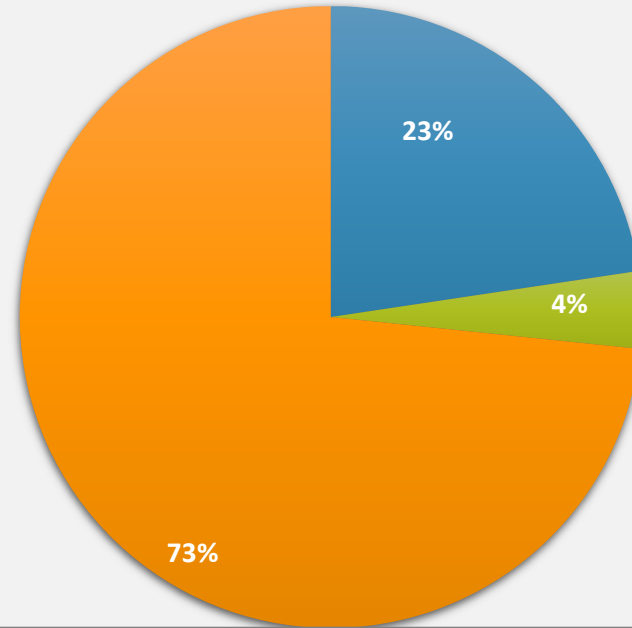
# VanGo™ - REVENUE

## Annual Budgeted Revenue vs. Revenue - 2020

Q1 Q2 Q3 Q4

### Annual Budgeted Revenue

- Fares
- Vehicle Sales
- City of FC Funds



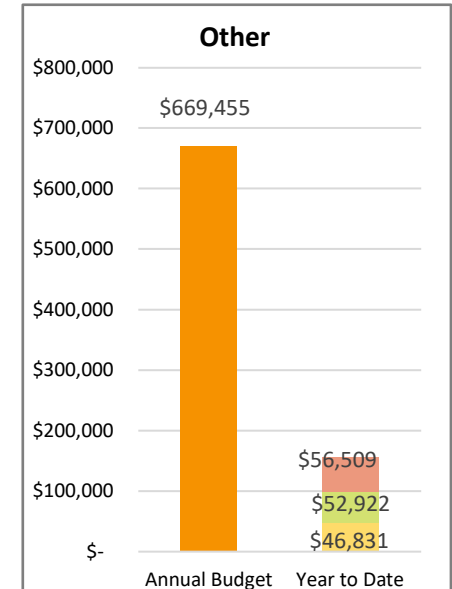
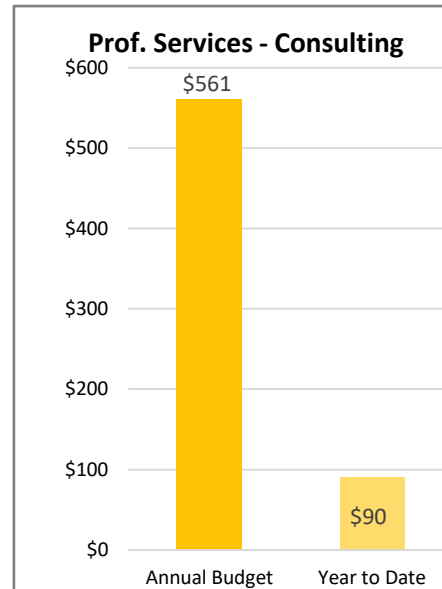
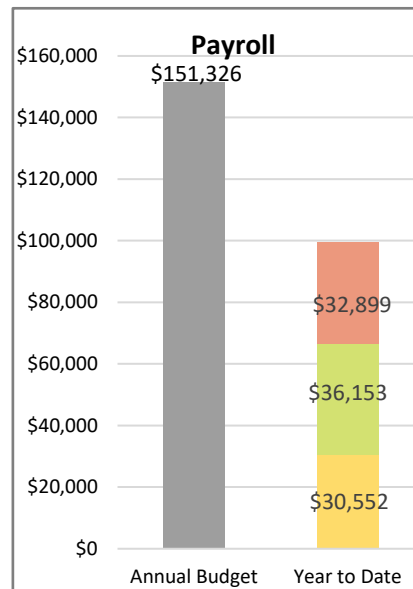
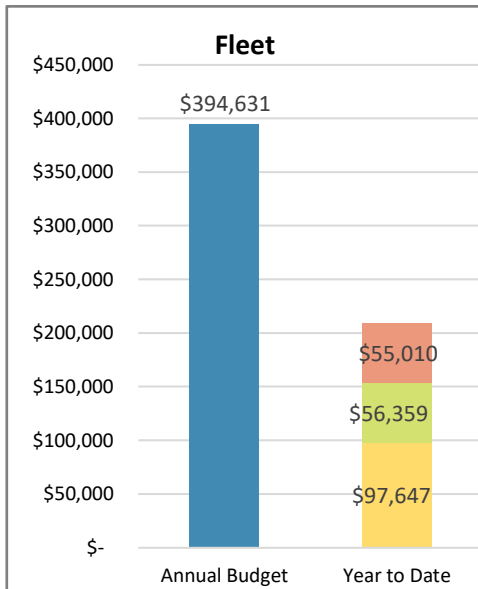
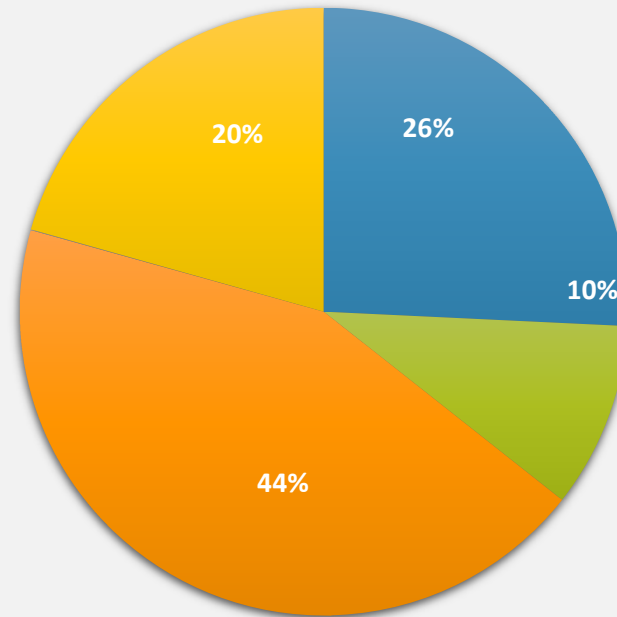
# VanGo™ - EXPENSES

## Annual Budgeted Expenses vs. Expenses - 2020

Q1 Q2 Q3 Q4

### Annual Budgeted Expenses

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



MPO  
Statement of Net Assets  
For the Nine Months Ending Wednesday, September 30, 2020

ASSETS	
Cash and Cash Equivalents	\$290,519
Cash-Savings	
Investments	553,890
Receivables	236,219
Prepays	4
Due From Other Funds	6,693
Capital Assets, net	23,186
Grant Receivables for Long Term Liabilities	
Total Assets	<u><u>1,110,513</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Acrued Liabilities	57,049
Deferred Revenue	72,996
Advances From Other Funds	16,803
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	<u>35,892</u>
Total Liabilities	<u><u>182,739</u></u>

FUND BALANCE	
Unreserved	793,113
Current Year Revenue over (under) Expenditures	<u>134,660</u>
Total Fund Balance	<u><u>927,773</u></u>

Total Liabilities and Fund Balance	<u><u>1,110,513</u></u>
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METROPOLITAN PLANNING ORGANIZATION  
For the Nine Months Ending Wednesday, September 30, 2020

	2020 September	2020 Year to Date	2020 Budget	Variance	% Complete	Notes
<b>REVENUE</b>						
FHWA-Federal Income-CPG	\$182,619	\$686,604	\$798,402	\$111,798	86.00%	
FHWA-Federal Income-STBG	8,698	28,761	95,312	66,551	30.18%	
FTA-Federal Income-405C						
FTA-Federal Income-Section 5304			8,400	8,400	0.00%	
FTA-Federal Income-5310	9,243	29,718	26,622	(3,097)	111.63%	(1)
Federal Pass Through		38,544	38,972	428	98.90%	
NADCT Funding						
State Planning Funds						
State-CDPHE	5,178	17,703	25,000	7,297	70.81%	
State-MMOF			110,633	110,633	0.00%	(1)
State-FASTER			8,000	8,000	0.00%	(2)
<i>Subtotal Grant Revenue</i>	<i>205,738</i>	<i>801,330</i>	<i>1,111,341</i>	<i>310,010</i>	<i>72.10%</i>	
Local Match-Member Entities	43,450	160,528	205,607	45,079	78.08%	
100% Local			2,904	2,904	0.00%	
Transfer from VanGo			110,633	110,633	0.00%	(1)
<i>Subtotal Local - All Sources</i>	<i>43,450</i>	<i>160,528</i>	<i>319,145</i>	<i>158,617</i>	<i>50.30%</i>	
Other Funds		2,000		(2,000)	0.00%	
City of Fort Collins Funds	943	26,082	27,953	1,871	93.31%	
<i>Subtotal Revenue from Other Sources</i>	<i>943</i>	<i>28,082</i>	<i>27,953</i>	<i>(129)</i>	<i>100.46%</i>	
Miscellaneous Revenue		932		(932)	0.00%	
Interest Earned	330	3,146		(3,146)	0.00%	
Use of Reserves						
<i>Subtotal Other Revenue Sources</i>	<i>330</i>	<i>4,079</i>		<i>(4,079)</i>	<i>0.00%</i>	
<b>Total Revenue- Combined Sources</b>	<b>250,462</b>	<b>994,019</b>	<b>1,458,439</b>	<b>464,419</b>	<b>68.16%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Administration	96,786	217,721	259,871	42,149	83.78%	(3)
Transportation Planning	121,300	428,221	655,291	227,070	65.35%	
Mobility Management	8,456	26,027	32,344	6,317	80.47%	
<i>Subtotal Payroll Expense</i>	<i>226,542</i>	<i>671,970</i>	<i>947,507</i>	<i>275,537</i>	<i>70.92%</i>	
Professional Services & Consulting	22,984	58,008	227,221	169,212	25.53%	(4)
<i>Subtotal professional Services &amp; Consulting</i>	<i>22,984</i>	<i>58,008</i>	<i>227,221</i>	<i>169,212</i>	<i>25.53%</i>	
Fleet Expense	4	11		(11)	0.00%	
Insurance Expense	881	2,620	3,179	559	82.41%	
Office Furniture/Equipment (non-cap)	158	740	16,331	15,590	4.53%	(5)
Office Supplies	572	905	3,664	2,759	24.70%	(5)
Communications (phone/data/fax)	4,504	12,214	12,982	769	94.08%	(6)
Postage	135	411	1,082	671	37.95%	(5)
Printing		15		(15)	0.00%	
Rent	39,046	117,827	163,884	46,058	71.90%	(7)

METROPOLITAN PLANNING ORGANIZATION  
For the Nine Months Ending Wednesday, September 30, 2020

Credit Card Fees (VanGo)						
Other Office Operating (Facility, Repairs, Furniture move Recycling, Office Equipent Lease)	1,715	3,490	4,206	716	82.97%	
Dues, licensing and Subscriptions	(83)	7,827	5,301	(2,526)	147.66%	(8)
Maintenance Contracts - Copier maintenance/usage	4,459	9,222	10,285	1,063	89.66%	(9)
Software maintenance	430	18,903	84,269	65,366	22.43%	(10)
Outreach	134	718	6,106	5,388	11.76%	(11)
Other Operating Costs	1,511	4,457	1,139	(3,318)	391.21%	
Bad Debt (VanGo)						
Event/Meeting Expense	1,530	5,992	9,565	3,574	62.64%	(11)
Indirect Costs	(34,258)	(110,141)	(140,685)	(30,544)	78.29%	
Travel/Conference/Training Expense	2,215	5,971	37,705	31,734	15.84%	(12)
Capitalized Equipment /Vehicles		5,398	16,875	11,477	31.99%	(13)
Interest Expense						
Loan Payments			8,852	8,852	0.00%	(14)
Pass through Expenses		38,544	38,972	428	98.90%	(15)
<b>Subtotal Other Expenses</b>	<b>22,954</b>	<b>125,121</b>	<b>283,711</b>	<b>158,590</b>	<b>44.10%</b>	
<b>Total Expenditures/Expenses</b>	<b>272,479</b>	<b>855,099</b>	<b>1,458,439</b>	<b>603,340</b>	<b>58.63%</b>	
Excess(Deficiency of Revenue over Expenditures)	(22,018)	138,920	0	(138,920)		

Notes

- (1) Due to timing of MMOF contracting delay, activities billed to 5310 but will catch up vs MMOF all will balance out at yr end
- (2) FASTER funds not requested but budgeted
- (3) Due to decrease in VanGo admin needs (COVID) management spending more time on MPO wide administrative issues
- (4) Due to MMOF contracting delay unable to hire transit study consultants.
- (5) Due to COVID, more remote work, less office supplies used
- (6) More conference calls due to remote work, not budgeted
- (7) CAM billings lower than expected
- (8) Adobe increase due to esignature capabilities needed for remote work, addl memberships and subs for staff turnover
- (9) more copies done in office-employees working remotely have only one screen at home unlike dual screens in office.
- (10) Great Plains upgrade delayed
- (11) Couldn't do live outreach events, meetings due to COVID
- (12) Conferences cancelled due to COVID
- (13) Bike/Ped counters cost less than budgeted
- (14) Payment to VanGo to be made in 4Q20
- (15) Pass through agreement with sub recipient completed earlier in 2020

VanGo  
Statement of Net Assets  
For the Nine Months Ending Wednesday, September 30, 2020

ASSETS

Cash and Cash Equivalents	\$511,799
Investments	4,541,424
Receivables	(10,535)
Loan Receivable	16,803
Capital Assets, net	621,959
Total Assets	<u><u>5,681,450</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	6,514
Due to Other Funds	6,693
Accumulated Leave - Due in less than one year	3,749
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	1,336
Total Liabilities	<u><u>18,291</u></u>

FUND BALANCE

Unreserved	4,427,789
Current Year Revenue over (under) Expenditures	1,235,369
Total Fund Balance	<u><u>5,663,158</u></u>

Total Liabilities and Fund Balance	<u><u>5,681,450</u></u>
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VanGo  
Revenue, Expenditures Changes in Fund Balance-MPO  
For the Nine Months Ending Wednesday, September 30, 2020

	2020 September	2020 Year to Date	2020 Budget	Variance	% Complete	Note
<b>REVENUE</b>						
Program Revenue - Fares	\$22,065	\$158,696	\$346,964	\$188,268	45.74%	(1)
Sale of Vehicles			61,250	61,250	0.00%	(2)
City of Fort Collins Funds	491,235	1,518,139	1,124,009	(394,130)	135.06%	(3)
Subtotal VanGo Revenue-All Sources	513,300	1,676,835	1,532,223	(144,612)	109.44%	
Interest Earned	2,617	25,668		(25,668)	0.00%	
Subtotal Other Revenue Sources	2,617	25,668		(25,668)	0.00%	
Total Revenue- Combined Sources	515,917	1,702,503	1,532,223	(170,280)	111.11%	
<b>EXPENDITURES/EXPENSES</b>						
Fleet Expense						
Fleet Insurance	24,599	73,796	119,960	46,164	61.52%	(4)
Fleet Motor Fuel & Oil	9,315	45,959	101,006	55,047	45.50%	(4)
Fleet Repairs & Maintenance	19,865	83,618	162,503	78,885	51.46%	(4)
Fleet Repairs & Maintenance- Insurance Deductible	1,000	4,500	2,939	(1,561)	153.11%	(5)
Guaranteed Ride Home	107	107	1,223	1,116	8.75%	(4)
Fleet Other	124	1,035	7,000	5,965	14.79%	(4)
Subtotal Fleet Expense	55,010	209,015	394,631	185,616	52.96%	
VanGo Payroll	32,899	99,604	151,326	51,722	65.82%	
Professional Services and Consulting		90	561	471	16.04%	
Office Furniture/Equipment (non-cap)		84		(84)	0.00%	
Communications (phone/data/fax)	26	47	1	(46)	4700.00%	
Postage		9	102	93	8.82%	
Credit Card Fees	935	6,276	15,795	9,519	39.73%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			78	78	0.00%	
Dues, Licensing and Subscriptions	499	894	2,753	1,859	32.47%	
Maintenance Contracts - Copier maintenance/usage	20,684	26,136	28,661	2,525	91.19%	(6)
Bad Debt	(224)	152	2,000	1,848	7.60%	
Rideshare Promotion	331	19,145	19,310	165	99.15%	
Event/Meeting Expense		(250)	2,482	2,732	-10.07%	
Indirect Costs	34,258	110,141	131,821	21,680	83.55%	(7)
Travel/Conference/ Training		52	4,085	4,033	1.27%	
Interest Expense						
Capitalized Equipment/Vehicles			316,250	316,250	0.00%	
Transfer to MPO			110,633	110,633	0.00%	
Budget Only - Use of Rserve			351,733	351,733	0.00%	
Subtotal Other Expenses	56,509	162,686	985,704	823,018	16.50%	
Total Expenditures/Expenses	144,418	471,395	1,532,222	1,060,827	30.77%	
Excess(Deficiency of Revenue over Expenditures)	371,499	1,231,108	1	(1,231,107)	123110800.00%	

VanGo  
Revenue, Expenditures Changes in Fund Balance-MPO  
For the Nine Months Ending Wednesday, September 30, 2020

Notes:

- (1) Reduction in fares due to decreased ridership due to COVID-19
- (2) Due to reduction in usage, van sales were delayed until 4Q20
- (3) Increase due to CARES Act-first 2 of 3 distributions occurred in 3Q20
- (4) Due to reduction in usage, COVID related
- (5) Deductible high due to increased accidents
- (6) Additional promotional material to retain ridership
- (7) Budgeted 79% rate, CDOT changed rate to 104% to make up for past errors

<u>3rd Quarter Professional Services &amp; Consulting</u>	Year-to-Date			
	2020	2020		%
<b><u>Professional Services &amp; Consulting</u></b>	Budget	Actual	Variance Under (over)	
<b><u>Administration</u></b>				
<b><u>Information Technology Services</u></b>				
Greystone	\$ 30,664	\$ 21,375	\$ 9,289	69.71%
Njevity	\$ 3,233	\$ 740	\$ 2,493	22.89%
<b><u>Audit Services</u></b>				
MHP LLC	\$ 18,594	\$ 27,150	\$ (8,556)	146.02%
<b><u>Legal Services</u></b>				
'Hoffmann, Parker, Wilson & Carberry PC	\$ 19,554	\$ 945	\$ 18,609	4.83%
<b><u>Human Services</u></b>				
Employers Council-HR Services	\$ 1,048	\$ 422	\$ 626	40.26%
<b><u>Other Admin</u></b>	\$ 5,400			
<b>Total Administration</b>	<b>\$ 78,493</b>	<b>\$ 50,632</b>	<b>\$ 22,461</b>	<b>64.51%</b>
<b><u>Planning</u></b>				
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)	
<b>Total Planning</b>	<b>\$ 132,722</b>	<b>\$ 2,123</b>	<b>\$ 73,099</b>	<b>1.60%</b>
<b><u>One Call One Click</u></b>				
Americorps VISTA Volunteers	\$ 10,500	\$ 983	\$ 9,517	9.36%
<b>Total Mobility</b>	<b>\$ 10,500</b>	<b>\$ 983</b>	<b>\$ 9,517</b>	<b>9.36%</b>
<b><u>Mobility</u></b>				
Translation Services	\$ 328	\$ 200	\$ 128	61.07%
Volunteer Drivers Program	\$ 5,179	\$ 4,071	\$ 1,108	78.61%
<b>Total Mobility</b>	<b>\$ 5,506</b>	<b>\$ 4,271</b>	<b>\$ 1,235</b>	<b>77.57%</b>
<b>MPO Year-to-Date Professional Services &amp; Consulting Total</b>	<b>\$ 227,221</b>	<b>\$ 58,008</b>	<b>\$ 106,312</b>	<b>25.53%</b>
<b><u>VanGo™ Program</u></b>				
Njevity	\$ 436	\$ -	\$ 436	0.00%
Legal Carberry	\$ 125	\$ 90	\$ 35	72.00%
<b>VanGo™ Year-to-Date Professional Services &amp; Consulting VanGo Total</b>	<b>\$ 561</b>	<b>\$ 90</b>	<b>\$ 471</b>	<b>16.05%</b>
<b>Year-to-Date Professional Services &amp; Consulting VanGo Total</b>	<b>\$ 227,781</b>	<b>\$ 58,098</b>	<b>\$ 106,783</b>	<b>25.51%</b>

North Front Range Transportation & Air Quality Planning Council  
 Schedule of Expenditures of Federal Awards  
 3rd 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	\$ 797,459
Highway Planning and Construction	20.205	20-HTD-ZL-03170	<u>28,348</u>
Total Highway Planning and Construction Cluster			825,807
 <i>Transit Services Programs Cluster:</i>			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	20-HTR-ZL-03140	23,926
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	19-HTR-ZL-00012	<u>38,544</u>
Total Transit Services Programs Cluster			62,470
Total U.S. Department of Transportation			<u>888,277</u>
Total Federal Financial Assistance			<u>\$ 888,277</u>

## MEMORANDUM

**To: NFRMPO Councilmembers**  
**From: Suzette Mallette, Executive Director**  
**Date: January 7, 2021**  
**RE: Executive Director Goals for 2021**

### Background

Every year in January the Executive Director's contract is updated and goals for the coming year are set. Since there is no change to the contract, there is no need to discuss or make changes and the contract is not part of the Council information.

The draft goals for 2021 are listed below for comment and discussion. They are much the same as the goals for 2020 and continue the work and direction set by Council.

### Executive Director Goals for 2021, as of January 7, 2021

The first goal from 2020 was to provide training about the MPO to Councilmembers, TAC and other interested parties such as other elected officials. There are currently seven videos on the NFRMPO website and one on one conversations with Councilmembers and others are scheduled as needed. I would like to continue to work on the videos so that there is a robust selection on the website. This project was slowed during COVID and most of the videos were uploaded from staff that recorded the videos themselves in the office.

December 1, 2020, after waiting many months, we hired Cory Schmitt as the new Mobility Manager. He has experience running a one call/one click center and is tasked with making the vision for this program come to life. I will be working with him to get this new program operational and find sustained funding past 2023 when the MMOF expires.

I'm also continuing my professional affiliation with the National Association of Regional Councils (NARC). This means attending their annual meeting and participating in the Executive Director tract.

#### Goal Summary:

MPO Training = Organizational & Council goal focus

One Call/One Click = Organizational goal focus

Professional Development = Individual goal focus, supporting organization and team

### Action

Discuss and agree to goals for the Executive Director in 2021.



## MEMORANDUM

**To:** NFRMPO Councilmembers  
**From:** Suzette Mallette, Executive Director  
**Date:** January 7, 2021  
**RE:** Resolution of Continued NFRMPO Planning Council Support for N I-25

### Background

The NFRMPO Council has supported the expansion of North I-25 as its number one construction priority project for the MPO. The Council has supplied funding through the NFRMPO as well as through local government participation and has been a strong political advocate for this project.

As members of the Council involved from the inception of this project are leaving political offices, the attached Resolution is intended to solidify for incoming members the previous commitments. In addition, the Resolution recognizes that there is still work to be done to complete the expansion of North I-25.

### Action

Adopt Resolution 2021-02



**RESOLUTION NO. 2021-02  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL'S  
CONTINUED SUPPORT FOR THE EXPANSION OF NORTH I-25**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council, have and will continue to support the expansion of North I-25 until such time as safety and capacity needs of the corridor and commitments made to the corridor are met; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has supported the expansion of North I-25 through cooperative discussions, partnerships on federal funding applications, participation in Coalitions and Financial committees; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council will have new members that may not be as familiar with the past work, commitments, and focus to this critical corridor; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council and its member communities have made substantial financial commitments to the development and expansion of this corridor; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council in January 2020 prioritized the NFRMPO’s 10-year Pipeline of Projects which identified North I-25 as the region’s top priority and this ranking was incorporated into CDOT’s 2045 Statewide Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves its continued support for the expansion of North I-25.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of January 2021.

\_\_\_\_\_  
Don McLeod, Chair

ATTEST:

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

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 7, 2021	Evans STBG Project Change Request	Medora Bornhoft
<b>Objective/Request Action</b>		
<p>Discuss the project change request submitted by the City of Evans to use the STBG funds awarded for a capacity project on 37<sup>th</sup> Street between 35<sup>th</sup> Avenue and 47<sup>th</sup> Avenue for a roundabout at 37<sup>th</sup> Street and 47<sup>th</sup> Avenue.</p>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• The City of Evans submitted the <i>37<sup>th</sup> Street Widening</i> project in the NFRMPO's 2018 Call for Projects.             <ul style="list-style-type: none"> <li>○ The project was awarded \$1,118,565 in FY2023 Federal Surface Transportation Block Grant (STBG) funds, which was 100 percent of the funding request.</li> <li>○ As awarded, the scope of the project is widening 37<sup>th</sup> Street between 35<sup>th</sup> Avenue and 47<sup>th</sup> Avenue from two lanes to four lanes.</li> </ul> </li> <li>• The City of Evans is requesting to remove federal funding from a portion of the <i>37<sup>th</sup> Street Widening</i> project, specifically the portion between 35<sup>th</sup> Avenue and Sienna Street, and to complete that portion of the widening project using 100 percent local funds. Local funds are budgeted for this portion of the project in 2022.</li> <li>• The City of Evans is also requesting to use the \$1,118,565 Federal STBG award to complete a double-lane roundabout at 37<sup>th</sup> Street and 47<sup>th</sup> Avenue along with the widening of 37<sup>th</sup> Street from two lanes to four lanes between Sienna Street and a couple hundred feet west of 47<sup>th</sup> Avenue.</li> <li>• An application for the <i>37<sup>th</sup> St and 47<sup>th</sup> Ave Roundabout and 37<sup>th</sup> St Widening</i> project is attached to this AIS.</li> <li>• Weld County is a partner agency providing a share of local funds on the <i>37<sup>th</sup> Street Widening</i> project and would remain a partner agency on the roundabout project, if approved.</li> </ul>		
<b>Committee Discussion</b>		
<p>The Technical Advisory Committee (TAC) discussed the City of Evans' project change request at their meeting on November 18, 2020. TAC members expressed support for the proposed change but determined the project sponsor should present the proposed changes to the Planning Council.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• Of the six STBG applications submitted to the 2018 Call for Projects, four received full funding, one received partial funding, and one was waitlisted, as shown in <b>Table 1</b>.</li> <li>• The total amount of unfunded STBG requests from the 2018 Call is \$1,698,710.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• Improves an intersection with an identified need by the City of Evans.</li> <li>• Widens a section of 37<sup>th</sup> Street included in the original application.</li> <li>• Aligns with construction schedules, since 47<sup>th</sup> Avenue is currently being widened in anticipation of the roundabout construction.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>• Federal funds would not be awarded to the waitlisted or partially funded STBG projects from the 2018 Call for Projects, which is what would happen if Evans opted to return the federal funding.</li> </ul>		
<b>Analysis/Recommendation</b>		
<p>Staff and TAC request Planning Council review and discuss the proposed project change.</p>		

## Attachments

- **Table 1.** 2018 Call for Projects STBG Applications and Awards
- “37<sup>th</sup> St Widening Project” Presentation
- STBG Application for the *37<sup>th</sup> St and 47<sup>th</sup> Ave Roundabout and 37<sup>th</sup> St Widening* project
- 2018 Call for Projects Guidebook Excerpt: STBG Requirements and Scoring

Rev. 11/28/2018

**Table 1. 2018 Call for Projects STBG Applications and Awards**

<b>Sponsor</b>	<b>Project</b>	<b>Funding Request</b>	<b>Funding Awarded To Date</b>	<b>Score</b>	<b>Rank</b>
Fort Collins	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	79	1
Weld	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	76	2
Evans	37th St Widening	\$1,118,565	\$1,118,565	74	3
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	65.4	4
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	\$1,361,975	65.0	5
Windsor	WCR 13 Alignment Improvements	\$1,187,311	\$0 - Waitlisted	54	6

# 37<sup>th</sup> Street Widening Project

NFR MPO Council

01/07/2021

# Project Overview



- Widen a portion of 37<sup>th</sup> Street (Freedom Parkway) from 2 lanes to 4 lanes
- Original Phasing
  - 35<sup>th</sup> Avenue to 47<sup>th</sup> Ave. (1.1 miles)
- Proposed Phasing
  - 47<sup>th</sup> Avenue to Sienna Avenue (.35 miles)
  - Sienna Ave. to 35<sup>th</sup> Ave. (0.75 miles)





# Original Phasing





# Proposed Phasing



# Phase 1 Request Summary

- Smaller section of SAME PROJECT in SAME CORRIDOR
- Replaces a Traffic Signal with a safer, higher-capacity Roundabout
- Eliminates most serious congestion point in corridor
- Completes intersection at same time major development is occurring along 47<sup>th</sup> Avenue
- Phasing matches up with local financial resource capacity for construction in 2022 and 2023
- Is part of the overall Freedom Parkway widening plan



# 37<sup>th</sup> Street Widening Project

Thank you!!!  
Questions / Comments

# Surface Transportation Block Grant (STBG) Project Application



## 2018 Call for Projects

### Applicant Information

Project Sponsor Agency: <b>City of Evans</b>	Agency Contact: Mark Oberschmidt	Telephone: <b>(970) 475-1110</b>	Email Address: moberschmidt@evanscolorado.gov	
Mailing Address: 1100 37th Street	City: Evans	State: CO	Zip Code: 80620	
Additional Financial Sponsors (if applicable): Weld County				

### Project Description

Project Name (160-character limit): 37th Street Roundabout Intersection Improvements as part of 37th Street Widening	Jurisdiction(s): City of Evans/ Unincorporated Weld County
Project Limits (to and from): 37th Street from 47th Ave to Sienna St.	Project Length (miles): 0.34
Is this part of an ongoing project? If so, please describe: Yes. 37th Street is part of the Freedom Parkway, which runs from I-25 west to Kersey through Evans	

#### Project Description:

The 37th Street Roundabout Intersection Improvement includes the roundabout and widening of a section of 37th Street east of the intersection from a two-lane to a four-lane roadway that includes median, turn lanes, and detached multi-use paths in accordance with the Freedom Parkway Access Control Plan (p. 54). 37th Street is classified as a Regionally Significant Corridor in the 2040 RTP. Within the City of Evans, it is a major east-west local thoroughfare. West of Evans, this roadway serves Greeley, Milliken, Johnstown, Loveland, and unincorporated Weld and Larimer Counties, and to the east it serves Kersey. It is designated a principal arterial roadway as it connects I-25 and US-85 and provides access to the jurisdictions listed above.

37th Street/SH 402 runs approximately one to two miles south of and parallel to US-34. While the NFR's regional growth and job growth are anticipated to be in the 1.7% to 2.1% range between 2015 and 2040, an impressive 35% of that population growth and 40% of that job growth are expected to occur along the US-34 corridor (2018 US-34 PEL). Weld County is already seeing that growth, as its population increased 9.55% in 2017 alone (U.S. Census), and it was ranked third in the U.S. for job growth for that same period (BLS). These growth patterns place 37th Street/SH 402 in a prime position to absorb the expanding transportation and access needs and provide a smooth travel experience in this key Front Range area. This phase of the Freedom Parkway project impacts the City of Evans and unincorporated Weld County directly. Local funds are already in hand to pay for the design of this project and a design team has been working on the overall project since 2019. It is expected that design will be completed and approved in 2021 and ROW acquisition will occur in 2021. The MPO funds requested here will be used for construction in Phase One of this project—the construction of a roundabout at 37th Street and 47th Avenue along with widening portions of 37th Street to the east.

### Project Planning

Which 2040 Regionally Significant Corridor is the project on? 37th Street/SH 402/WCR 54
--

How does the project fit with the 2040 NFRMPO Regional Transportation Plan Corridor Vision? Installing the roundabout at 37th Street and 47th Avenue along with widening a section of 37th Street, which is part of the Coalition-approved Freedom Parkway Access Control Plan, fits within the NFRMPO's overall vision for this region (2040 RTP, p. 180), by providing a multi-modal transportation method for the NFR that is safe, as well as socially and environmentally sensitive for all users, and that protects and enhances the region's quality of life and economic vitality. It also fits specifically within RSC Vision 13: SH 402 (p. 196), by providing increased mobility and east-west commuter access and connections between Loveland, Greeley, Evans, Johnstown, and Windsor.
--

### 2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development	Development is spreading west along 37th Street toward I-25. Future-proofed surface transportation ensures community development will continue to thrive as density increases.
Mobility	Improving a problematic intersection will greatly improve mobility in this section of 37th Street. Completion of this project along with soon to be completed 47th Avenue project will effectively absorb overflow traffic from Hwy 34 corridor to the north
Multi-Modal	This widening project, built according to the Freedom Parkway ACP, includes multi-modal pathways on either side of the expanded roadway.
Performance Measure(s) - Identify at least one federally required measure	Project Impact (Please attach any relevant data)
Non-Motorized Facility Miles	This project will provide new infrastructure for non-motorized travelers that currently does not exist, in the form of a 10'-wide multi-use path on either side of the roadway.
Travel Time on RSC	Construction of the roundabout will decrease TTI at this location and should reduce TTI in this section of the corridor by eliminating the delays caused by the traffic signal.



## Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes: Fatality crashes: 0 Serious injury crashes: 1 Total crashes: 81	Time Period of Crash Data (at least three years): Jan. 2014 - Dec. 2018	Data Source: City of Evans Police Department and GIS Division
ADT on facility (if intersection, please provide ADT on all legs): 37th Street and 47th Avenue SB-411, WB-1149, NB-60, EB-744	Time Period of ADT: 2019	Data Source: Project Design Traffic Study

Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data:

The majority of crashes along this stretch of road are rear-end and broadside crashes. The construction of the roundabout is considered a safer means of dealing with high traffic intersections than a traditional signalized intersection. The roundabout will almost significantly eliminate rear end and broadside crashes. Additionally, widening a section road from two lanes to four lanes and installing a median and shoulders will allow for better lines of sight, and improved traffic flow at higher capacity, thereby reducing congestion and the number of rear-end crashes. The project will also include improved drainage, new pavement marking, and improved signage all of which will contribute to traffic calming, pedestrian and biker safety, and clearer communication to the driving public.

## Mobility

Please describe how the project improves mobility.

Widening 37th Street/SH 402/WCR 54 from a 2-lane road to a 4-lane roadway with alternate transportation paths built on either side will dramatically increase the mobility of east-west traffic between Loveland and the I-25 corridor on the west to Evans and the Hwy 85 roadway on the east. It will provide a primary travel route for several jurisdictions, as well as providing a viable alternative vehicle travel route for the increasingly congested Hwy 34 just to the north.

## System Preservation

Pavement Condition Index Type:

### Ranges from 30 to 64 in the vicinity of the project

Please describe the pavement condition and how this project will impact / address system preservation.

Currently the existing roadway section is a 2-lane asphalt pavement surface without curb and gutter, that has a PCI ranging from 30-64 in the vicinity of the project.

Once completed, this project will optimize performance of the pavement network by adding additional lanes which will reduce congestion and increase the PCI level from 76 to 100. The addition of curb and gutter will help alleviate drainage/erosion issues across this section, and the addition of 10'-wide multi-use paths on each side of the roadway will encourage local alternate transportation usage as well.

## Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Weld County has agreed to be a financial partner with the City of Evans on this project (letter of support is attached to this application). Future agreement(s) regarding ROW and/or easements are yet to be determined.

## Economic Development

Please describe qualitatively how the project supports economic development:

Currently, much of the development in this area is occurring along or near the 37th Street roadway. Evans has significant commercial and residential development projects in various stages of planning spreading west along 37th Street. Greeley's development is also growing west just to the north, necessitating better travel routes between the west edge of town and I-25. Windsor, Johnstown, and Milliken are all expanding along the Freedom Parkway route, and Loveland has significant development occurring to the southeast which will necessitate commute mobility back and forth across the NFR. Freedom Parkway (37th Street/SH 402/WCR 54) will be a key east-west roadway to provide smooth transportation to all these jurisdictions both now and well into the future.

## Funding

	Source	FY2022	FY2023	Total
<b>Federal Request</b>	STBG		\$ 1,118,565	\$ 1,118,565
<b>Local Match</b>	City of Evans		\$ 232,522	\$ 232,522
	Weld County		\$ 24,000	\$ 24,000
<b>Other Funding / Local Overmatch</b>	Local Overmatch		\$ 1,774,913	\$ 1,774,913
				\$ 0
				\$ 0
<b>Total Project Cost</b>				\$ 3,150,000
<b>Total Local Funding</b>				\$ 2,031,435
<b>Total STBG Funding Request</b>				\$ 1,118,565

## Operations

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:

This project will replace an existing traffic signal controlled intersection reducing out operational costs with the removal of the traffic signal.

## Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):  
Environmental Assessment

## Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	12/2021
FIR (Field Inspection Review) (Minimum of 3-12 months)	12/2021
FOR (Final Office Review) (Minimum of 3 months)	03/2022
Utility Clearance (Minimum of 1 month)	09/2021
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)	09/2021
Environmental Clearance (Minimum of 6-8 months)	12/2021
Advertisement Date (Minimum of 3 months)	04/2022

## Attachments

- Project location map
- Detailed cost estimate per unit (if applicable) and by phase
- Resolutions of support and letters of approval

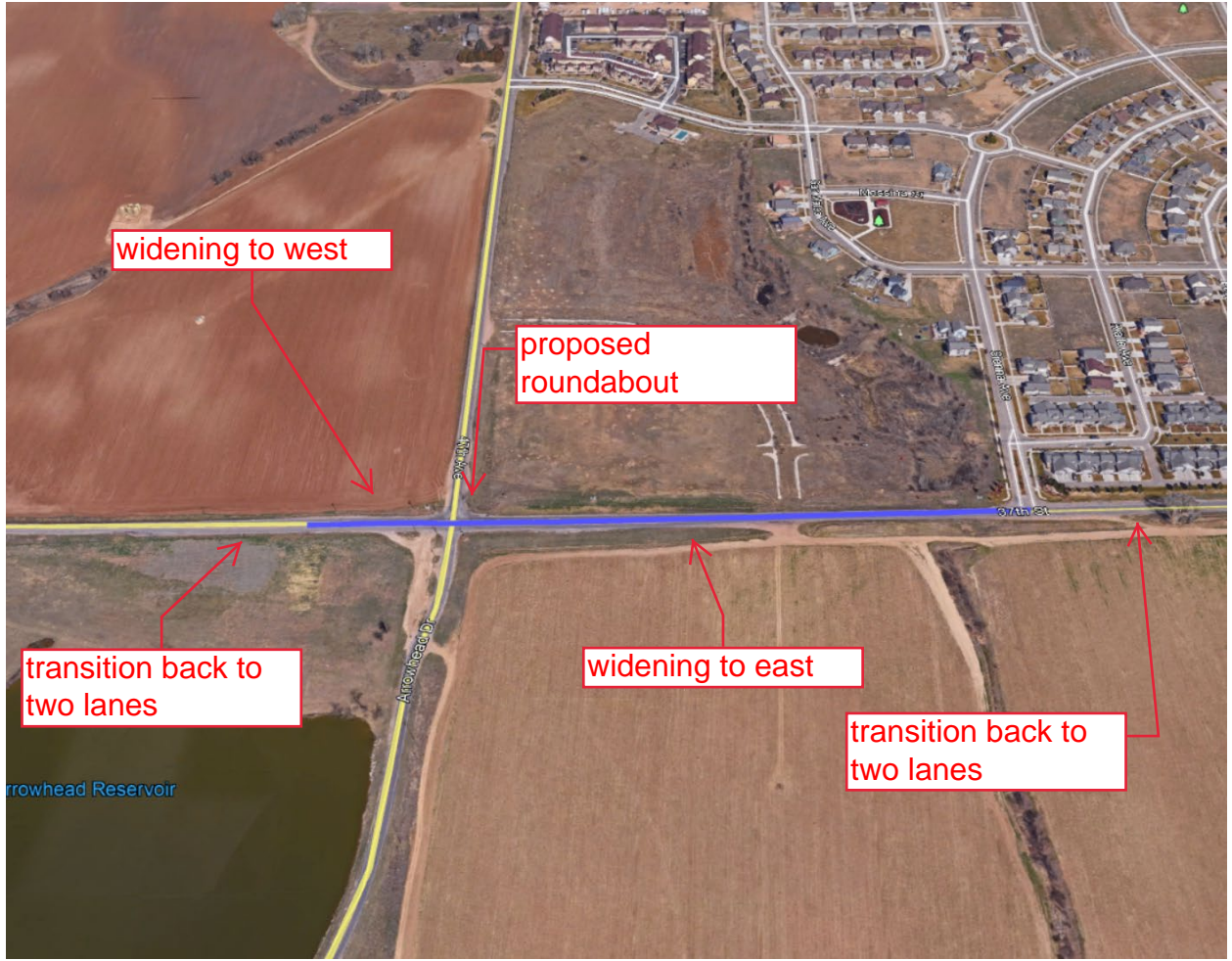


Figure 1: limits of 37th Street and 47th Avenue Roundabout and Widening

### 37th Street and 47th Avenue Roundabout & Widening Opinion of Probable Costs

Description	Unit	Quantity	Unit Price	Current Cost
<b>Phase I - 37th St. Roundabout @ 47th Ave &amp; Widening to Sienna St.</b>				
Construction	Mile	0.34	\$ 7,411,765.00	\$ 2,520,000
Construction Management	%	5.0%	\$ 126,000.01	\$ 126,000
Contingency	%	20.0%	\$ 504,000.02	\$ 504,000
<b>Phase Total</b>				<b>\$ 3,150,000</b>





OFFICE OF BOARD OF COMMISSIONERS  
PHONE: 970-336-7204  
FAX: 970-336-7233  
1150 O STREET  
P.O. BOX 758  
GREELEY, COLORADO 80632

December 13, 2018

Evans City Council  
Honorable Mayor Brian Rudy  
1100 37<sup>th</sup> Street  
Evans, CO 80620

RE: Support of NFRMPO STBG FY'22-23 Application

Dear Mayor Rudy:

The Weld County Commissioners are pleased to collaborate with the City of Evans on your 37<sup>th</sup> Street widening project between 35<sup>th</sup> and 47<sup>th</sup> Avenues. The county is supportive of the City's application for funds through the North Front Range Metropolitan Planning Organization (NFRMPO) Surface Transportation Block Grant Program (STBG).

This project will assist Weld County residents by addressing some much needed infrastructure improvements. As well as, promoting future improvements in accordance with the overall vision of this regionally significant corridor. The Freedom Parkway (CR 54/37<sup>th</sup> Street/SH 402) corridor is vital for transportation in Weld County as well as in the NFRMPO region. This improvement project will improve the quality, safety and mobility of the roadway.

This partnership is consistent with our goal of promoting roadway quality, functionality, and safety for the traveling public. The county is committed to financially supporting this project in the amount of \$24,000.

Thank you for your consideration, and if you have any questions, please feel free to contact us.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Steve Moreno, Chair

c: WC Public Works



**COLORADO**  
Department of Transportation  
Region 4

Regional Director's Office  
10601 W. 10th Street  
Greeley, CO 80634-9000

December 10, 2018

Jim Becklenberg  
City of Evans  
1100 37<sup>th</sup> St  
Evans CO 80620

RE: CDOT Support Request for NFR MPO TIP Call FY22-FY23

Dear Mr. Becklenberg,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with the following City of Evans application for the NFR MPO FY22-23 TIP Call. This concurrence applies only for the 37th Street Widening (Freedom Parkway) project, in the event that the NFR MPO selects this project in spring 2019. If this project is awarded NFR MPO funds at a later time, the local agency will need to reaffirm CDOT's concurrence at that time.

***Our comments on your application include- all Right-of-Way acquisition must comply with the Federal Uniform Relocation Act, and documentation of such action is subject to CDOT review. The schedule should reflect the appropriate timeframe for Environmental clearances.***

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

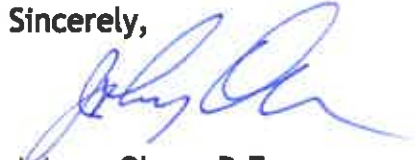
This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

[http://www.coloradodot.info/business/designsupport/bulletins\\_manuals](http://www.coloradodot.info/business/designsupport/bulletins_manuals)



Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact Karen Schneiders at 970/350-2172.

Sincerely,



Johnny Olson, P.E.  
Region 4 Transportation Director

JWO:kas

cc: Medora Kealy, NFR MPO  
Jake Schuch, CDOT Local Agency  
File





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1100 E 37TH Street | Evans, CO 80620 | 970-475-1170

December 20, 2018

North Front Range Metropolitan Planning Organization  
419 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

Re: NFRMPO STBG FY 2022-23 Grant Application

Dear Ms. Mallette:

This letter supports the City of Evans' application for FY 2022-23 STBG funding for our 37<sup>th</sup> Street Widening-Freedom Parkway project. The City of Evans is committed to the widening and multi-modal expansion of 37<sup>th</sup> Street, both for the benefit of local mobility within our own city limits, and in accordance with the 2018 Freedom Parkway Coalition Access Control Plan.

Freedom Parkway, as 37<sup>th</sup> Street/SH 402/Weld CR 54 will be known when the project is completed, is a Regionally Significant Corridor positioned to become a key east-west roadway between Loveland and Highway 85. Evans is already seeing significant development activity along 37<sup>th</sup> Street and understands that this roadway needs to be expanded in order to accommodate current and future population and traffic density.

Our city is committed to seeing the project come to fruition. We already have design funding budgeted with design bids due to us this week. On November 5, 2018, our City Council adopted the Freedom Parkway Intergovernmental Agreement (City Resolution 37-2018). The City has prioritized this project, understanding that developing this roadway is important to meet the transportation goals of both our City and the North Front Range.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "James L. Becklenberg".

James L. Becklenberg  
City Manager

# 2018 Call for Projects Guidebook Excerpt: STBG Requirements and Scoring

## Section 3 - Surface Transportation Block Grant (STBG)

### 3.1 Eligible Applicants

Federal regulations do not specify eligible project sponsors for the STBG program. For the NFRMPO Call for Projects, eligible sponsors include local, regional, and state governments and agencies responsible for transportation improvements.

### 3.2 Eligible Project Types

STBG is the most flexible funding source among all Federal-aid highway programs. In general, projects must be located on federal-aid eligible roadways; however, see 23 U.S.C. 133 for exceptions.

Eligible project types include:

- Construction of-
  - highways, bridges, tunnels;
  - transit capital projects eligible for assistance under Chapter 53 of Title 49;
  - infrastructure-based ITS capital improvements, including the installation of vehicle-to-infrastructure (V2I) communication equipment; and
  - truck parking facilities eligible for funding under Section 1401 of MAP-21 (23 U.S.C. 137 note).
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental measures eligible under Sections 119(g), 328, and 329 and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that Section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- Fringe and corridor parking facilities and programs in accordance with Section 137 and carpool projects in accordance with Section 146.
- Recreational trails projects eligible for funding under Section 206, pedestrian and bicycle projects in accordance with Section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the date of enactment of the FAST Act, including projects described under Section 101(a)(29) as in effect on such day.

### 3.3 Project Requirements

All STBG project submissions must include a complete application, project location map, detailed cost estimate, and resolutions of support and letters of approval.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding
- Roadway projects must be on a Regionally Significant Corridor (RSC) as identified in the *2040 RTP* (see **Section 5**)
- Consistent with the *2040 RTP* Visions
- Addresses at least one federally required Performance Measure (See **Section 5**)
- Roadway projects must be on a federal-aid eligible roadway (See **Section 5**). Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.<sup>7</sup>
- Local match of 17.21 percent (*exceptions noted on page 10*)
- Complies with applicable local land use plans or current corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Project must complete a construction or an implementation phase
- Federal request cannot be less than \$100K
- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see **Table 5**)
- Project does not require the issuance of a vehicle Buy America waiver**

For additional information on the STBG program, view the FAST Act STBG Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.

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<sup>7</sup> 23 CFR 470, [https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470\\_1103](https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103), 1997.

**Local Match Exceptions**

The Federal share payable for projects on the Interstate System including a project to add high occupancy vehicle (HOV) lanes or auxiliary lanes, but excluding projects to add any other lanes, may, at the discretion of the State, be up to 91.4 percent.

Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

For STBG projects, the Federal share payable on any project, program, or activity with innovative project delivery methods, including those to improve work zone safety, improve the quality of or decrease maintenance costs of highways and bridges, accelerate project delivery, or reduce congestion related to highway congestion may, at the discretion of the State, be up to 100 percent. The authority of the State to increase the federal share for innovative project delivery methods is limited to 10 percent of the combined apportionments for programs identified in 23 U.S.C.120(c)(3)(C)(ii).

### 3.4 Project Scoring

The weights for each scoring criteria in the STBG program vary by community size. Small communities are defined as communities with a population of 50,000 or less. Large communities are defined as communities with a population over 50,000. Applications submitted by CDOT would be scored using the large community scoring weights. The STBG application contains sections for each scoring criteria for the applicant to explain the project’s impact with qualitative and/or quantitative data.

**Table 4. Surface Transportation Block Grant (STBG) Scoring**

STBG Evaluation Criterion	Possible Points	
	Small Communities	Large Communities
Safety	30	30
Mobility (multi-modal, congestion, reliability, continuity, etc.)	15	25
System Preservation (maintaining the current system based on current pavement condition)	20	10
Partnerships (Each partner must contribute at least 10% of the local match requirement)	10	10
Economic Development	5	5
Contribution to Achievement of Targets	20	20
<b>TOTAL</b>	<b>100</b>	<b>100</b>

### 3.5 Funding Targets

The STBG program will include a set-aside for the Regional Air Quality Council (RAQC) to conduct ozone modeling for the region. The set-aside is for \$25,000 per year for four years from FY2022 through FY2025. For the 2018 Call, which provides funding for two years, the total set-aside is \$50,000.

Funding targets for each NFRMPO member community are presented in **Table 5**. Each community may apply for STBG federal funding up to the maximum federal request identified in the Table. The overall target for small communities is \$2,396,673 and the overall target for large communities is \$5,437,613. For all other eligible entities, the maximum request limit is the pool total (\$7,884,286) and there is no funding target.



## North Front Range MPO Area - Project Status Updates (Jan 2021)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14 Safety work west of Ted's Place	<i>Advertise Jan 2021</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway. Several closures and lane shifts happening for bridge and culvert work</i>
Segment 6 (SH56 to SH402) (CMGC)	<i>Construction is underway. Additional construction work will start in early 2021.</i>
I25 Sign Replacement Fort Collins to WYO	<i>Begins Jan 2021</i>
<b>US34</b>	
US34 & US85 Interchange	<i>In design</i>
US34 & Weld County Rd 17 Interchange	<i>In design</i>
US34 & 35 <sup>th</sup> Ave Interchange	<i>In design</i>
US34 & 47 <sup>th</sup> St Interchange	<i>In design</i>
<b>US85</b>	
US85 Drainage and Irrigation Ditch Repair	<i>In design</i>
O Street Intersection Improvements	<i>Advertise March 2021</i>
<b>SH257</b>	
Windsor Resurfacing	<i>In design</i>
Windsor Resurfacing- Eastman Pwky to US34	<i>In design</i>
Signals at US34	<i>In design. Advertise April 2021</i>
<b>US287</b>	
Swallow Signal Improvements Fort Collins	<i>In design</i>
<b>ADA Ramp Projects</b>	
Fort Collins	<i>In design. Advertise Jan 2021</i>