

NFRMPO Planning Council April 1, 2021 Meeting

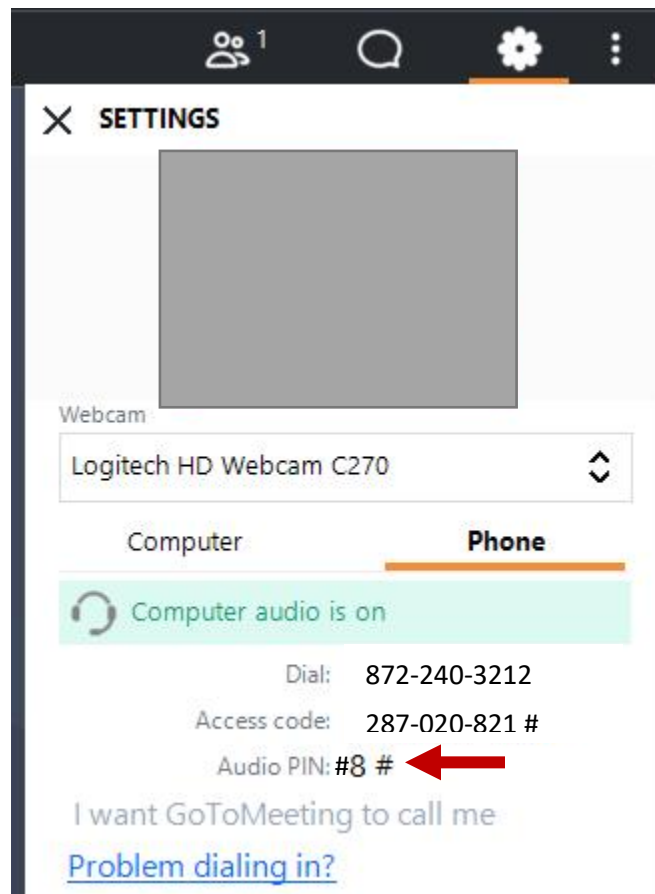
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- 1) Call-in Number: [+1 \(669\) 224-3412](tel:+16692243412)
- 2) Once prompted, enter the Access Code: [723-680-621](tel:723680621)
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you arrive late you will be asked for your name.

To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://www.gotomeet.me/NFRMPO/april-2021-council-meeting>
- 3) Enter your name and email then enter.
- 4) PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.
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- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.
- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

"I have a question regarding the TIP Amendment"

and wait to be recognized by the Chair before proceeding with your question or comment, so others do not talk over you and your question can be recorded for the Minutes.

- 5) Each time you speak, **please state your name for the record** before proceeding with your question or comments.

If at any time during the meeting you have any questions or technical difficulties accessing the meeting, please contact Alex Gordon at (970) 289-8279 or agordon@nfrmpo.org.



COLORADO

Department of Transportation

Incorporating Greenhouse Gas Emissions Reductions into Transportation Planning

NFRMPO Council Meeting - April 1, 2021



Today's Focus

1. Overview of Colorado's climate legislation/policy framework
2. Proposed rules and policy for transportation sector
3. Stakeholder Input



Colorado's Efforts To Address Climate Change

HB-1261

- In 2019, the Colorado General Assembly passed House Bill-1261, the *Climate Action Plan to Reduce Pollution*.
- HB 1261 established the following GHG reduction targets:
 - 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels

GHG Roadmap

- Lays out near/long term actions in every sector to meet the established targets
- To ensure that Colorado continues to reduce emissions to meet greenhouse gas targets, reduce local air pollution, and realize the full economic benefits of the transition to a clean energy economy.
- Draft document released in Sept 2020; final in Jan 2021.
- <https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>



Largest GHG Emissions Sources

2005 Largest Emission Source:

1. Electric power
2. Transportation
3. Oil & Gas
4. Buildings

2020 Largest Emissions Sources

1. Transportation
2. Electric power
3. Oil & Gas
4. Buildings

2020 CO GHG Emissions (MMT CO₂e, AR5 100-yr GWP)

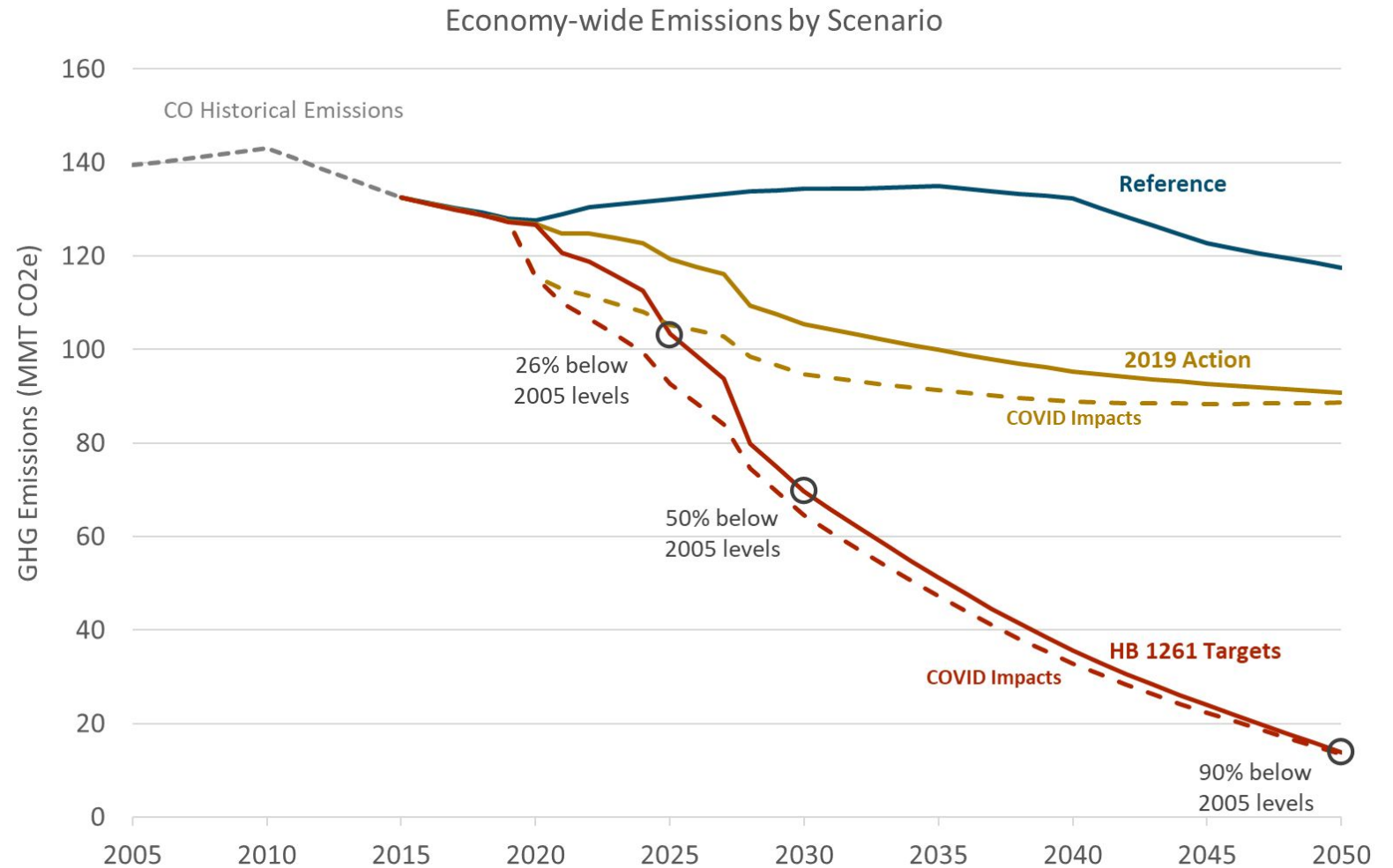




Colorado GHG Pollution Over Time

SIGNIFICANT PROGRESS UNDERWAY & MORE ACTION NECESSARY

- As a result of the state's actions to date, we are on a trajectory to achieving approximately half the level of emission reductions to meet the 2025 and 2030 goals.
- Additional strategies can advance co-benefits such as reducing local air pollution, generating economic growth, advancing environmental justice and equity.





Near-Term Transportation Actions included in the CO GHG Roadmap

Infrastructure
(Planning &
Projects)

- GHG pollution standards for transportation plans [Led by CDOT]

- Indirect source standards for some types of new development.

- Trip reduction/TDM requirements and encouraging telecommuting for large employers [Led by CDPHE]

- Expansion of public transit, including setting the stage for Front Range Rail

- Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs.

- Clean trucking strategy including evaluation of Advanced Clean Truck ZEV standards

- New revenue mechanism to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses

Human
Factors
(Behavior
Change)

Mobile
Sources
(Vehicles)



Regulatory Approach

- The Colorado Air Quality Control Commission (AQCC) is appointed by the governor and authorized by the Colorado General Assembly. The AQCC develops air pollution control policy and regulates pollution sources.
- The AQCC is taking up a series of rulemakings across all sectors to address GHG emissions and implement recommendations in the Roadmap. One of these rulemakings will focus on the transportation sector.
- The Colorado Department of Transportation, and its Governor-appointed Transportation Commission has statutory authority over the transportation planning process. This process is guided by a series of Policy Directives issued by the Transportation Commission.
- The GHG Pollution Standard will therefore include actions by both bodies.



Proposed Transportation Rule & Policy Directive

AQCC Rulemaking

- Integrate GHG pollution standards and analysis in regional and statewide transportation plans: GHG Pollution Standard
- Reduce SOV commuter trips: Large Employer Trip Reduction
- Both included in single rulemaking via the CDPHE/Air Quality Control Commission process
 - May draft; August final

CDOT Policy

- In parallel, CDOT will develop implementation guidance via a policy directive specific to GHG Pollution Standard



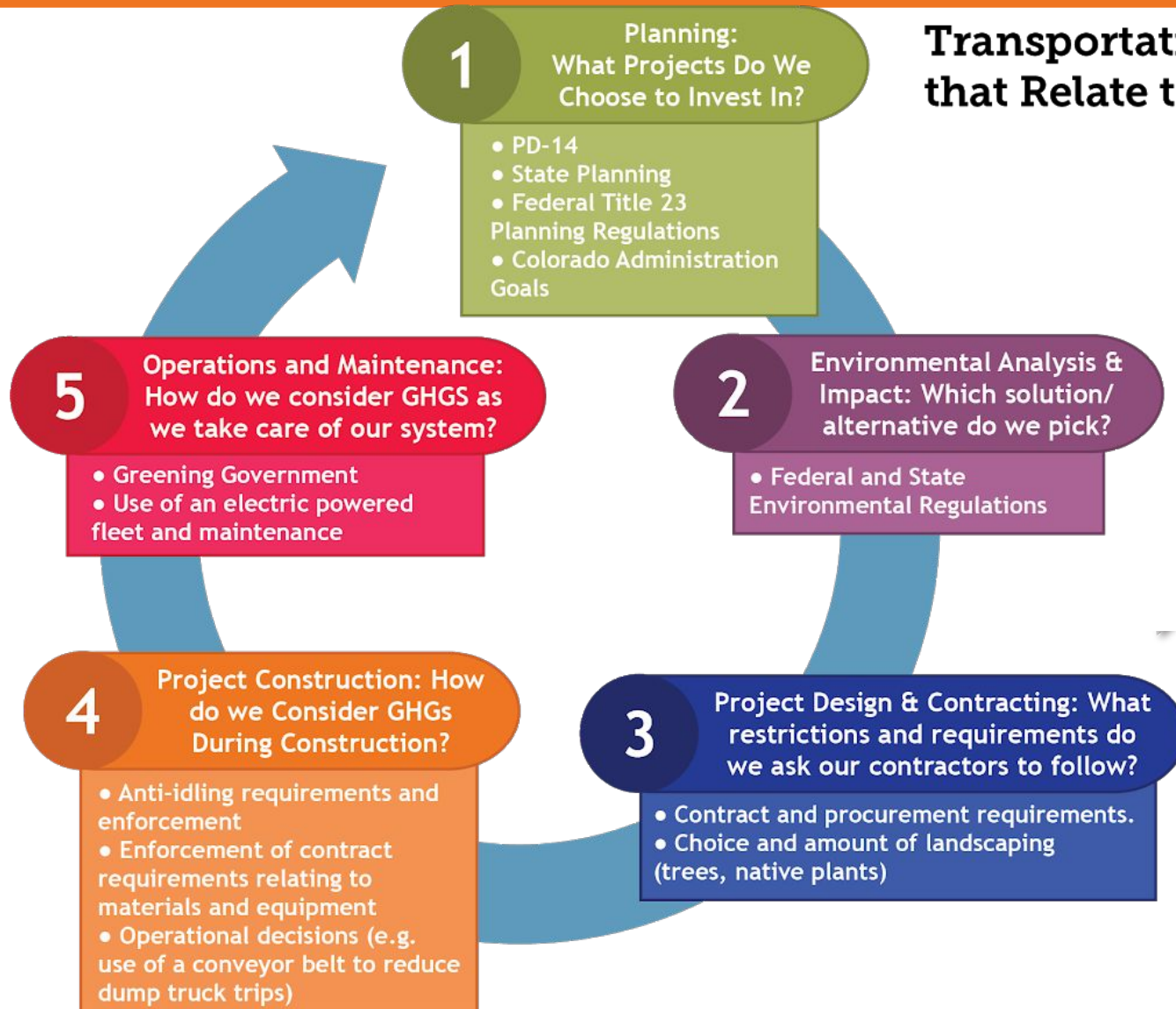
GHG Pollution Standard (GPS) Rule Approach

Initial Thinking

- Set a numeric GHG “budget” for transportation plans (statewide and regional).
- Phased implementation with initial focus on state and certain MPO plans.
- Focus on projects that increase capacity
- CDOT guidance will focus on the practicalities of how the policy translates into specific project-based requirements.
- Inclusion of other measures to meet budget.



Transportation Guidance and Regulations that Relate to Greenhouse Gas Emissions





Transportation GHG Pollution Standard

- What are your questions?
- What concerns do you have?
- What challenges do you see as important to address when developing these rules and policies?
- Who else should we reach out to for future regional discussions?



Stakeholder Meetings to Date

Over 24 Meetings Held, Over 125 Participating Stakeholders

CDOT Advisory Group

Regional - GHG Stakeholder Meetings

CDPHE/CDOT Listening Sessions

Other Smaller Stakeholder Meetings as Requested



CDOT Advisory Group

Next Regional - GHG Stakeholder Meetings

- Friday April 9 - 1-2:30pm (Region 1 - Denver Metro Area)
- Monday April 12 - 10:30-12pm (Region 2 - South/Southeast)
- Monday April 12 - 1-2pm (Region 3 - Northwest)
- Friday April 16 - 10:30-12pm (Region 4 - Northeast)
- Friday April 16 - 1-2pm (Region 5 - Southwest)



Contact Information

Theresa Takushi

GHG Climate Action Specialist

theresa.takushi@state.co.us

303.757.9977

<https://www.codot.gov/programs/environmental/greenhouse-gas/ghg-transportation-policy-rulemaking-process>

NFRMPO 2021 Legislative Update

April 2021 - **UPDATED**

SIGNED:

SB21-110 Fund Safe Revitalization Of Main Streets

Bill Summary: The bill transfers \$30 million from the general fund to the state highway fund to provide additional funding for the department of transportation's revitalizing main streets and safer main streets programs.

NFRMPO Analysis: This funding has been used in multiple NFRMPO communities and expanding the fund could benefit additional communities. This program benefits economic development and provides support during the pandemic and beyond.

Sponsors: R. Zenzinger / K. Priola / L. Herod / T. Exum

Last Action: 03/11/2021: Sent to the Governor
03/11/2021: Signed by the Speaker of the House
03/11/2021: Signed by the President of the Senate

Upcoming Action: Not Set

Web Link: <https://leg.colorado.gov/bills/sb21-110>

PROGRESS SINCE MARCH COUNCIL:

HB21-1066 **CDOT Financial Reporting Requirements**

Bill Summary: This bill modifies monthly financial reporting requirements for CDOT, specifically sufficient financial information for the controller to complete a review of legal over-expenditures, any deficit fund balances, and a budget to actual report for all budget lines within the annual general appropriations act; and CDOT to submit a monthly budget report of the expenditures made from each budget category and the unexpended and unencumbered balance of each budget subcategory and to make each report publicly available on the department's website.

NFRMPO Analysis: The bill updates CDOT financial reporting requirements to the Transportation Commission.

Sponsors: R. Bockenfeld / D. Michaelson Jenet / J. Smallwood / R. Woodward

Last Action: 03/30/2021: House Third Reading Passed - No Amendments
03/29/2021: House Second Reading Passed - No Amendments
03/24/2021: House Committee on Transportation & Local Government Refer Unamended to House Committee of the Whole
2/16/2021: Introduced in House and Assigned to House Transportation & Local Government

Upcoming Action: N/A

Web Link: <https://leg.colorado.gov/bills/hb21-1066>

HB21-1076**Carpooling Service Internet Application Register with CDOT**

Bill Summary:	The bill requires the owner or operator of a carpooling service internet application to register annually with CDOT. Owners or operators are also required to disclose to users of the internet application that carpooling service companies are not regulated by the state; that the state does not conduct medical examinations, vehicle inspections, or insurance verification in relation to the provision of carpooling service; and that background checks on drivers might not be conducted. The bill also requires that the amount that can be charged to a user through the internet application be reasonably calculated to cover the direct and indirect costs of providing carpooling service and limits the number of passengers that a driver providing carpooling service through the internet application may transport at any one time.
NFRMPO Analysis:	The bill would require carpooling service applications (apps) to register with CDOT and make clear their relationship to the State.
Sponsors:	J. McCluskie / P. Will / K. Donovan
Last Action:	3/29/2021: Senate Committee on Business, Labor, & Technology Refer Unamended to Senate Committee of the Whole 3/18/2021: Introduced In Senate - Assigned to Business, Labor, & Technology 3/16/2021: House Third Reading Passed – No Amendments 3/18/2021: Introduced in Senate – Assigned to Business, Labor, & Technology
Upcoming Action:	Not Set
Web Link:	https://leg.colorado.gov/bills/hb21-1076

SB21-084**Local Government Authority Roughed-in Roads**

Bill Summary:	Current law allows local governments to prohibit the operation of trucks and commercial vehicles on designated roads. The bill expands this to allow local governments to prohibit the operation of motor vehicles on roughed-in roads, which are areas where the ground has been cut with the intention to make a road but has not been improved enough to qualify as a road.
NFRMPO Analysis:	This bill allows local control over roughed-in roads, not just paved roads.
Sponsors:	J. Smallwood / M. Gray
Last Action:	03/19/2021: Introduced In House - Assigned to Transportation & Local Government 03/17/2021: Senate Third Reading Passed - No Amendments
Upcoming Action:	4/6/2021: Hearing from Transportation & Local Government
Web Link:	https://leg.colorado.gov/bills/sb21-084

PROPOSED, AWAITING FURTHER ACTION:

HB21-1056 Cost Thresholds For Public Project Bidding Requirements

Bill Summary: The bill repeals the lower cost amount for CDOT projects (\$150,000 for CDOT compared to \$500,000 for other agencies) related to the Construction Bidding for Public Projects Act. CDOT would no longer need to prepare a bid estimate when it proposes to undertake a project itself rather than awarding the project to a contractor through competitive bidding if the cost of the project is reasonably expected to exceed \$500,000 for any fiscal year. The bill would also increase from \$50,000 to \$100,000 the maximum cost for a CDOT project that is exempt from transportation commission approval. The bill also limits the existing requirement that CDOT pay all employees performing work on any public project local prevailing wages in accordance with specified federal acts to projects that cost more than \$500,000.

NFRMPO Analysis: The bill would reduce some bureaucracy for CDOT, hastening some projects.

Sponsors: R. Pelton / C. Hansen

Last Action: 2/16/2021: Introduced in House and Assigned to House Transportation & Local Government

Upcoming Action: Not Set

Web Link: <https://leg.colorado.gov/bills/hb21-1056>

HB21-1095 811 Locate Exemption For County Road Maintenance

Bill Summary: To prevent routine and emergency maintenance activities from triggering the excavation notification requirement, the bill specifies that "excavation" does not include routine or emergency maintenance of right-of-way on county-owned gravel or dirt roads performed by county employees that does not lower the existing grade or elevation of the road, shoulder, and ditches; and does not disturb more than 6 inches in depth during maintenance operations.

NFRMPO Analysis: This legislation would help counties avoid having to alert the statewide notification association of all owners and operators of underground facilities of its intent to engage in excavation.

Sponsors: M. Baisley / C. Kipp / J. Ginal / R. Woodward

Last Action: 2/16/2021: Introduced in House and Assigned to House Transportation & Local Government

Upcoming Action: Not Set

Web Link: <https://leg.colorado.gov/bills/hb21-1095>

HB21-1196 **Update Senate Bill 19-263 Effective Date Clause**

Bill Summary:	The General Assembly enacted SB17-267 requiring the state treasurer to issue up to \$500M in COPS for FY2018 through FY2022 for transportation, and enacted SB18-001, which would refer a statewide ballot issue at the November 2019 statewide election that, if approved, would have authorized the state to issue transportation revenue anticipation notes (TRANS) for the purpose of funding transportation projects and prevented the issuance of the last 3 years of COPS. SB19-263 delayed the referral of the ballot issue until November 2020, which was followed by SB20-152 and SB20-1376, which further delayed the ballot issue referral. Due to the additional delay, if the effective date clause of SB 263, as amended by SB 152, is not amended again, TRANS could be authorized without preventing the issuance of one year of COPS. The bill amends the effective date clause of SB 263, as amended by SB 152, to correct this issue and thereby ensure that approval of the ballot issue will prevent the issuance of one year of TRANS as intended by the GA.
NFRMPO Analysis:	This will prevent the issuance of one year of TRANS upon the approval of the ballot issue as originally intended by previous bills.
Sponsors:	A. Pico, D. Valdez, R. Zenzinger
Last Action:	3/4/2021: Introduced In House - Assigned to Transportation & Local Government
Upcoming Action:	4/20/21: Transportation & Local Government meeting
Web Link:	https://leg.colorado.gov/bills/hb21-1196

HB21-1206 **Medicaid Transportation Services**

Bill Summary:	Current law requires the Public Utilities Commission (PUC) to oversee the safety and oversight of Medicaid nonmedical and nonemergency medical transportation services (NEMT). The bill eliminates the commission's responsibility to oversee the safety and oversight of the transportation services. The bill requires the Department of Healthcare Policy and Financing (HCPF) to oversee the safety and oversight of the transportation services. The bill also requires HCPF to collaborate with stakeholders to establish rules and processes for the transportation services.
NFRMPO Analysis:	Transportation providers have been left out of much discussion concerning Medicaid Transportation Services, so this bill could be beneficial to transportation providers who transport Medicaid-eligible riders. This also puts Medicaid services under one Department, rather than across multiple.
Sponsors:	C. Larson, A. Valdez, D. Moreno, D. Coram
Last Action:	3/4/2021: Introduced In House - Assigned to Health & Insurance
Upcoming Action:	4/6/21: Health & Insurance meeting
Web Link:	https://leg.colorado.gov/bills/hb21-1206

SB21-076 Fund Electronic Third-party Vehicle Transactions

Bill Summary:	Current law provides for the implementation of an electronic system to transmit registration, lien, and titling information to the Department of Revenue (DOR). The system is currently funded through gifts, grants, and donations. The bill imposes a per-transaction fee up to \$3, set by the DOR, on third-party providers that issue registrations and titles to administer the system.
NFRMPO Analysis:	This bill funds access to titling information.
Sponsors:	R. Scott
Last Action:	2/16/2021: Senate Committee on Transportation & Energy Refer Amended to Appropriations
Upcoming Action:	N/A
Web Link:	https://leg.colorado.gov/bills/sb21-076

SB21-165 Dialysis Treatment Transportation Funding

Bill Summary:	The bill creates the dialysis transportation provider reimbursement program within the department of transportation. The program is created to reimburse dialysis transportation providers that transport dialysis patients who are 50 years of age or older and are not otherwise covered by Medicaid. The program is funded by a per-treatment fee paid by each for-profit dialysis treatment clinic.
NFRMPO Analysis:	Dialysis treatment can be expensive and taxing, and funding reimbursement can be limited and cumbersome. This funding source could help more providers provide rides.
Sponsors:	J. Danielson, D. Jackson
Last Action:	3/19/2021: Introduced In Senate - Assigned to Finance
Upcoming Action:	Not Set
Web Link:	https://leg.colorado.gov/bills/sb21-187

POSTPONED:**HB21-1127 County General Fund Money For Roads And Bridges**

Bill Summary:	Current law prohibits a county from appropriating county general fund money for roads and bridges and, subject to an exception for disaster emergency response within the county, from transferring county general fund money to the county road and bridge fund. The bill authorizes a county to use county general fund money to fund roads and bridges by eliminating these existing prohibitions.
NFRMPO Analysis:	This bill will allow counties to access additional transportation funding, especially for the maintenance of roads and bridges.
Sponsors:	A. Pico
Last Action:	3/16/2021: House Committee on Transportation & Local Government Postpone Indefinitely
Upcoming Action:	Not Set
Web Link:	https://leg.colorado.gov/bills/hb21-1127

HB21-1205 Electric Vehicle Road Usage Equalization Fee

Bill Summary:	The bill requires a road usage equalization fee to be imposed at the time of annual registration on each plug-in electric motor vehicle that is required to be registered in the state. The fee is set in an amount that is estimated to achieve parity between the aggregate amount of motor vehicle registration fees and motor fuel excise taxes paid per vehicle by owners of plug-in electric motor vehicles and vehicles fueled by gasoline, diesel, or other special fuels and is annually adjusted for inflation. The revenue would be credited to the Highway Users Tax Fund and distributed at 60 percent to state highway fund; 22% to counties; and 18% to municipalities.
NFRMPO Analysis:	This will offset lost gas tax funding as cars become more fuel efficient and more electric vehicles hit the roads.
Sponsors:	A. Pico
Last Action:	3/24/2021: House Committee on Energy & Environment Postpone Indefinitely 3/4/2021: Introduced In House - Assigned to Energy & Environment
Upcoming Action:	3/24/2021: Hearing from Energy & Environment
Web Link:	https://leg.colorado.gov/bills/hb21-1205

SB21-165**CDOT Project Procurement Methods**

Bill Summary:	The bill requires CDOT to solicit construction contracts for public projects by invitation for bids, also known as the design bid build method of procurement, unless CDOT determines, based on specific written findings that CDOT posts on its website prior to awarding a contract, that it is not feasible to do so.
NFRMPO Analysis:	This change in procurement methods may impact future transportation projects within Colorado that are funded by CDOT.
Sponsors:	R. Zenzinger / K. Priola / L. Herod / T. Exum
Last Action:	3/25/2021: Senate Committee on Transportation & Energy Postpone Indefinitely 3/2/2021: Introduced in Senate and Assigned to Senate Transportation & Local Government
Upcoming Action:	Not Set
Web Link:	https://leg.colorado.gov/bills/sb21-165

Statewide Transportation Funding

Summary:

Majority Leader Fenberg, Speaker Garnett, Sen. Winter, and Rep. Gray in collaboration with the Polis Administration released a draft Legislative Proposal on State Transportation Funding for stakeholder input. The proposal includes:

- Reduction of FASTER Road Safety Surcharge for 2022 and 2023, resuming in CY2024 (saving \$90M) and offsetting revenue by backfilling to maintain safety programs
- Delaying onset of new fees until FY2023
- Pilot payment plan option for EV fees

The proposed revenue from these new fees include:

- **Road usage fee:** \$0.02/gallon increasing every \$0.02 every two years to \$0.08
- **Truck fee:** \$0.06/gallon and increase \$0.01 every year to \$0.08
- **Electric Vehicle fee:** \$9 annual battery electric vehicle (BEV) increasing to \$90 by year 10; \$3.00 annual plug-in hybrid electric vehicle (PHEV) fee increasing to \$27 by year 10
- **TNC fee:** \$0.30/trip or \$0.15 for carpool or ZEV
- **Online retail order fee:** \$0.25 per delivery
- **Personal car share fee:** Lift \$2/day exemption
- **Rental fee:** index existing \$2/day rental fee to Consumer Price Index (CPI)
- **Taxi fee:** TBD per ride flat fee
- **AV Safety fee:** TBD

The revenue collected from those fees would go to:

- **HUTF (State):** 60 percent for highways, including new construction, safety improvements, maintenance, and capacity improvements (**\$1.637B**)
- **HUTF (Local):** 22 percent to the counties and 18 percent to municipalities (**\$1.091B**)
- **Non-Attainment Fund:** new fund for community impact and air pollution/GHG mitigation in nonattainment regions (**\$106M**)
- **Multimodal & Mitigation Options Fund (MMOF):** support an integrated multimodal transportation system, mitigate environmental impacts, advance Front Range Rail (**\$366M**)
- **Charging Infrastructure & Electric Vehicle Equity:** Community Charging Stations & Community Alternative Transportation, including eBikes (**\$323M**)
- **CDPHE Fleet Electrification Incentives:** Support fleet replacement (**\$320M**)
- **CDOT Public Transit Electrification:** Support electrification of public transit and transit charging infrastructure (**\$81M**)
- **FASTER Fee Reduction & CDOT COP Payments:** (**-\$769M**)

Provide feedback at Coloradotransportationfeedback@gmail.com.

Other Bills To Watch (Air Quality or Mobility-related)

HB21-1175
Donation To
Nonprofit For Traffic
Violations

The bill allows a person who has been issued a penalty assessment for or has been convicted of a traffic infraction or traffic misdemeanor to make a donation of money or time to a nonprofit organization in lieu of paying the fine. The amount of fine that may be offset by a donation is limited to \$500.

SB21-099
Sunset License Plate
Disability Support
Act

The bill implements the recommendation of the department of regulatory agencies in its sunset review and report on the "Laura Hershey Disability Support Act" by continuing the act for 5 years. This continues the Colorado disability funding committee, which auctions motor vehicle license plate numbers to raise money to aid persons with disabilities in accessing disability benefits.

Upcoming Schedule: 3/22 - Senate Floor Work

SB21-125
Alternate Proposals
Air Quality Control
Rulemaking

The bill requires the Air Quality Control Commission (AQCC) to promulgate rules concerning alternate proposals that establish a deadline for submitting these proposals, but the deadline can be no later than the deadline for party statements; govern the submission of proposals; establish procedures for assigning a hearing officer to make the determination whether the proposal complies with the requirements; and Ensure that any party to the hearing is afforded sufficient time before the hearing to consider proposals and file with the commission a written response to the proposal.

The commission is prohibited from considering an alternate proposal at the hearing unless the proposal complies with the bill, as determined by a hearing officer; and Includes an initial economic impact analysis; a description of the classes of persons that will be affected; and a statement as to whether the proposal was developed in consultation with those persons or why consultation with those persons was not conducted.

SB21-161
Voluntary Reduce
Greenhouse Gas
Natural Gas Utility

The bill requires the public utilities commission (PUC) to adopt by rule, no later than July 31, 2022, greenhouse gas (GHG) emission reduction programs (reduction programs) for large natural gas utilities (those that have at least 250,000 customer accounts in Colorado) and small natural gas utilities (those that have fewer than 250,000 customer accounts in Colorado). Municipally owned utilities may, but need not, participate in a reduction program. The bill establishes the following GHG emission reduction targets, using a utility's 2019 GHG emissions as a baseline: by January 1, 2025, at least 5%; by January 1, 2030, at least 10%; and on and after January 1, 2035, at least 15%.

GHG emission reductions from the delivery of natural gas to other utilities and transportation sector retail customers are excluded from the reduction programs.

SB21-072

Public Utilities
Commission
Modernize Electric
Transmission
Infrastructure

The bill directs the PUC to approve utilities' applications to build new transmission facilities if the PUC, in its discretion, finds that the new facilities would assist the utilities in meeting the state's clean energy goals established in 2019. Section 1 also requires the PUC to consider the ability of the proposed facilities to support future expansion as needed to enable the utility to participate in a regional transmission organization (RTO). The bill also would create the Colorado Electric Transmission Authority (CETA) as an independent special purpose authority. CETA is authorized to select a qualified transmission operator to finance, plan, acquire, maintain, and operate eligible electric transmission and interconnected storage facilities (eligible facilities).

CETA is granted various powers necessary to accomplish its purposes, including the power to issue revenue bonds; identify and establish intrastate electric transmission corridors; coordinate with other entities to establish interstate electric transmission corridors; exercise the power of eminent domain to acquire eligible facilities; and collect payments of reasonable rates, fees, interest, or other charges from persons using eligible facilities.



MEMORANDUM

To: NFRMPO Finance Committee
From: Cory Schmitt
Date: March 18, 2021
Re: Quarterly Mobility Program Update

Background:

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

In Q1 2021, NFRMPO staff assumed a key leadership role in assisting Larimer and Weld county efforts in removing transportation barriers to accessing COVID vaccines by fast-tracking core elements of the Center. Specifically, there is now a dedicated One Call/One Click Center phone number, (970) 514-3636. Healthcare providers identify patients who need transportation at the time of scheduling their appointments and submit a request to the NFRMPO via Google Form. NFRMPO staff then receive these requests and connect the individual to a local transportation provider able to serve them to and from their vaccine appointments.

This initiative fully launched in the final week of February. As of March 11, 2021, the project has received 10 calls, received 6 requests for transportation and fulfilled 4 of those requests, resulting in 4 people vaccinated and 7 vaccine doses facilitated. Demand is expected to increase as vaccine supply increases, awareness of the program spreads among regional partners, and additional populations become eligible to receive shots. Currently, there are approximately 17,000 individuals over the age of 70 in Larimer and Weld counties that have yet to receive at least one dose of a vaccine.

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

Action:

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

TASK PROGRESS	FUNDING IMPACT	TOTAL
MOBILITY MANAGEMENT		
<ul style="list-style-type: none"> Fast tracked key components of One Call/One Click Center to support transportation access to COVID vaccines in Larimer and Weld counties 	--	--
<ul style="list-style-type: none"> Published job posting for Mobility Coordinator 	--	--
<ul style="list-style-type: none"> Received executed grant from CDOT for “Transportation Services for Vulnerable Populations, including Seniors” funds <ul style="list-style-type: none"> Funds meant to help agencies providing transportation to older adults and individuals with disabilities that did not receive CARES Act Funds 2 non-profits, 60+ Ride and Envision, received \$50,000 each NFRMPO retained \$15,000 in administrative funds 	Not budgeted: \$115,000	\$115,000
<ul style="list-style-type: none"> Received executed contract from CDOT for rural \$5310 funds – Local match provided by Larimer and Weld counties 	Not budgeted: \$33,000	\$33,000
MOBILITY COORDINATION		
<ul style="list-style-type: none"> Held one Larimer County Mobility Committee meetings and one Weld County Mobility Committees 	--	--
<ul style="list-style-type: none"> Began work on Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) 	--	--
TECHNICAL ASSISTANCE		
<ul style="list-style-type: none"> Repurposed 60+ Ride vehicle for Envision. Received executed contract from CDOT and delivered vehicle in January 2021 	\$47,040	\$47,040
SOFTWARE AND TECHNOLOGY		
<ul style="list-style-type: none"> Received executed contract for FASTER funds from CDOT – Trip Discovery project 	\$40,000	\$40,000
<ul style="list-style-type: none"> Released Scope-of-Work for Phase One Website for Mobility Program 	\$10,000	\$10,000

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

MEMORANDUM

To: NFRMPO Council
From: Merideth Kimsey
Date: April 1, 2021
Re: FTA 5310 Budget Adjustment

Background:

The MPO receives FTA 5310 funds for our Mobility Program on an annual basis and has been an ongoing grant for many years. This has traditionally help fund a half time employee and their work with the Weld County Mobility Program.

We have overspent on the CY 2020 CDOT FTA 5310 which was caused by the delay in Multi Modal Options Funds (MMOF) contracting, the high indirect rate (104.13%) for most of 2020, and staff turnover. The original memo included in the council packet stated that the amount of overspending was \$2,934.17; after a final reconciliation we found that the amount overspent is \$3,610.36. While we have overspent in this grant, the financial position of the MPO is still very solid.

The Finance Committee considered the following three options to correct the over expenditure.

1. Fund the difference out of Local Match reserves. This fund currently has \$359,171.01 and is created by excess local funds that build the reserve to cover six months' worth of financial need should that become necessary. Using these funds, however, would not allow us to maintain the reserve balance identified in policy. The MPO has not yet fully funded it's six month's reserve at this time.
2. Fund the difference out of VanGo exchange funds. These funds were already approved to provide the 50% match for the MMOF funds. The current balance is \$3,026,101.89 and would have no substantial impact on this account.
3. A hybrid approach could be used in which local match is used at the same rate as it is used for the 5310 Grant, which is 20% and VanGo exchange funds would cover the Federal share. This would amount to \$2,888.00 of VanGo exchange funds used and \$722.36 of Local Match funds used.

The Finance Committee is recommending option number 2, using VanGo exchange funds.

Action:

Planning Council approval of the attached Resolution to cover the over expenditure on the CY 2020 FTA 5310 funds for Weld County.



**RESOLUTION NO. 2021-09
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FTA 5310 BUDGET ADJUSTMENT FOR FY 2020**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2020 and FY2021 UPWP with a FY2021 Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, the NFRMPO receives FTA 5310 funds for its’ Mobility Program in Weld County on an annual basis; and

WHEREAS, the FTA 5310 funds for CY 2020 were over expended by \$3,610.36; and

WHEREAS, the over expenditure was due to a delay in the Multi Modal Funds contract, a high indirect cost rate (104.13%) and staff turnover; and

WHEREAS, the Finance Committee convened to discuss this issue and has made a recommendation to remedy the overage.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves use of VanGo exchange funds to cover the overage of the CY 2020 FTA 5310 funds.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of April 2021.

Donald McLeod, Chair

ATTEST:

Suzette Mallette, Executive Director



FY 2022-2025 TIP

NFRMPO Planning Council

North Front Range
Metropolitan
Planning
Organization

April 1, 2021

1

Transportation Improvement Program (TIP)

- Federally required listing of surface transportation projects programmed in the region
- Draft FY2022-2025 TIP carries forward projects and policies from current TIP, with several updates
- 30-Day Public Comment April 2 – May 3

FY2022-2025 Transportation Improvement Program (TIP)

Draft for Discussion
March 17, 2021

2

FY 2022-2025 TIP

2

Air Quality Significant Projects



Examples of Air Quality Significant Projects are:

- Adding at least two (2) lane miles or completing a regional connection **along a regionally significant corridor (RSC)**;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- ~~Regional transit projects between jurisdictions;~~
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

3

FY 2022-2025 TIP

3

Policy Amendments



- Any **major** change in the scope of a project. A **major** scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

4

FY 2022-2025 TIP

4

Administrative Modifications



- A change in local funding of any amount which does not completely remove local funding or change the scope of the project.
- Addition or deletion of new projects which are not federally funded or air quality significant.
- Minor scope changes which do not meet the criteria of a major scope change and do not change the project type.

5

FY 2022-2025 TIP

5

Scope Changes for NFRMPO Selected Projects



Any change in scope for an NFRMPO funded project will need to be reviewed by the TAC which will determine whether the change is a minor scope change, a major scope change, or a new project:


- Minor scope changes: Following review by the TAC, a minor scope change will be incorporated into the TIP through an Administrative Modification.
- Major Scope Changes: Major scope changes must be reviewed by both the TAC and Planning Council, followed by incorporation into the TIP through the Policy Amendment process.
- New project: Changes which are determined to be significantly different than the original project awarded will require project sponsors to prepare a new application to be reviewed by both the TAC and Planning Council. The deletion of the old project and addition of the new project will be completed through the Policy Amendment process.

6

FY 2022-2025 TIP

6

Performance Measures




- Addition of the Transit Safety Targets
- Addition of the Federal Performance Measure and TIP Project Impact table

	Goal	Performance Measure	TIP Projects	Funding Amount
PM 1	Safety	Number of fatalities	33	\$ 99,752,000
		Rate of fatalities (per 100M VMT)		
		Number of Serious Injuries		
		Rate of Serious Injuries (per 100M VMT)		
		Number of non-motorized fatalities and serious injuries		
PM 2	Pavement	Percent Interstate Pavement in Good Condition	7	\$ 136,581,000
		Percent Interstate Pavement in Poor Condition		
		Percent Non-Interstate NHS in Good Condition		
		Percent Non-Interstate NHS in Poor Condition		
	Bridge	Percentage NHS Bridges in Good Condition	5	\$ 98,227,000
		Percent NHS bridges in Poor Condition		
PM 3	System Performance & Freight	Percent person miles traveled on the Interstate system that are reliable	2	\$ 86,115,000
		Percent person miles traveled on the non-interstate NHS that are reliable	10	\$ 152,665,000
	Freight	Travel time reliability index	10	\$ 152,665,000
	Emissions Reductions	VOC Reduction	14	\$ 31,271,000
		Carbon Monoxide Reduction		
	Nitrogen Oxides Reduction			
Transit	TAM	Transit Asset Management	11	\$ 26,241,000
	Transit Safety	Transit Safety	N/A	N/A

7
FY 2022-2025 TIP

7

Next Steps



- TIP public comment period: April 2 – May 3
- TAC recommendation: April 21
- Air quality conformity public hearing: May 6
- Council adoption: May 6

8
FY 2022-2025 TIP

8

Questions?



AnnaRose Cunningham
Transportation Planner I
arcunningham@nfrmpo.org
(970) 818-9497



SB 267 Year 3 Project Options

Heather Paddock
CDOT Region 4 Transportation Director



Funding Allocation History

November 2017

- TC approves list of transportation projects for FYs 18-19 and 19-20 of Senate Bill funding.

July 2018

- TC approves additional transportation projects for FYs 18-19 of Senate Bill funding.

November 2019

- TC approves \$1.6 billion list of transportation projects for FYs 20-22 Senate Bill funding.

Summer 2020

- Discussion of budget impacts from COVID-19. Some projects planned for second tranche of Senate Bill funding not able to move forward. Planning was conducted around a low-end funding scenario.
- “Add-back” projects were identified pending additional funding.

January 2021

- Special TC session to allocate stimulus funding.



Planning Fluctuations

Since adopting the \$1.6B project list in November of 2019, we've seen some sizeable ups and downs in expected funding levels, including:

- New federal grant funding
- Funding reductions due to COVID-19 and legislative action
- Higher premium levels from the second issuance of SB267
- New, unexpected Federal stimulus funding
- State stimulus funding (SB21-110 / Revitalizing Main Streets)

These fluctuations have caused us to scale back some projects, find new funding and financing for others, and advance some out-year plan projects to reflect available dollar amounts.

As we look to the months ahead, further changes are likely. Currently, we are tracking and preparing for:

- Year 3 of SB267
- State stimulus funding
- Potential additional federal stimulus funding
- New grant funding opportunities
- Further economic impacts from COVID



Equity Considerations - Highway/Rural Paving

- Ensuring regional equity over the 4-year SB267 funding horizon has been a guiding principle as dollars have come in and expected allocations have changed.
 - New stimulus funding has, to date, been held separate from these calculations.

4-Year Equity Target		Equity Thru Year 2		Year 3 Requests		Equity Thru Year 3	
Region	Region %	Region	Region %	Region	Region \$	Region	Region %
1	34.23%	1	31.04% ↓	1	\$217,400,000	1	33.47%
2	18.97%	2	12.83% ↓	2	\$146,365,321	2	18.68%
3	15.07%	3	13.41% ↓	3	\$96,455,938	3	14.84%
4	23.87%	4	34.60% ↑	4	\$9,284,441	4	25.27%
5	7.86%	5	8.12%	5	\$35,494,300	5	7.74%
TOTAL	100%	TOTAL	100%	TOTAL	\$505,000,000	TOTAL	100%

- Year 3 Requests assumes a ~\$500 M Year 3 funding scenario for highway projects.



Highway/Rural Paving Equity Analysis

WE ARE HERE



Original Region 4 Years 1-4 Equity %	Adjusted Region 4 Years 1-4 Equity %	Adjusted Region 4 Through Year 2 Equity %	Adjusted Region 4 Through Year 3 Equity %	Remaining Year 4 Unfunded
\$646,340,000	\$542,110,000	\$461,518,581	\$470,803,022	\$71,306,978
28.20%	23.87%	34.60%	25.27%	

Highway/Rural Paving Equity Target

23.87%



Highway

Project Name	Original Planning Estimate	Already Funded SB* YRS 1&2	Proposed SB YR 3	Federal Stimulus	Unfunded	Status
I-25 North: Segment 7&8 Express Lanes on Permanent EIS	\$138,800,000	\$138,800,000	\$0	\$0	\$0	In construction
I-25 North: Segment 6 Express Lanes on Permanent EIS	\$230,970,000	\$230,970,000	\$0	\$0	\$0	In construction
SH 119 Safety and Mobility Improvements	\$30,000,000	\$1,982,775	\$1,000,000	\$3,200,000	\$23,817,225	In design
TOTAL	\$399,770,000	\$371,752,775	\$1,000,000	\$3,200,000	\$23,817,225	

* Includes SB1, SB267, TC



Rural Paving

Project Name	Original Planning Estimate	Already Funded SB* YRS 1&2	Proposed SB YR 3	Federal Stimulus	Unfunded	Status
US 6 Merino to Atwood	\$6,134,000	\$4,380,605	\$0	\$0	\$0	In construction
SH 59 Siebert to Cope	\$17,122,000	\$17,806,713	\$0	\$0	\$0	Completed
SH 138 Sterling North (Part 2)	\$2,000,000	\$250,000	\$1,750,000	\$0	\$0	In design
US 385 Phillips/Yuma County Line South	\$7,100,000	\$600,000	\$0	\$7,100,000	\$0	Soon to Ad
SH 52 Prospect Valley (Phase 1)	\$4,232,478	\$0	\$0	\$0	\$0	Project removed
SH 52 Prospect Valley (Phase 2)	\$5,115,157	\$462,500	\$0	\$0	\$4,652,657	TBD
I-76 West of CO 144 Westbound	\$8,048,375	\$115,000	\$0	\$8,048,375	\$0	Soon to Ad
I-76 US 34 East	\$11,477,961	\$115,000	\$0	\$0	\$11,362,961	On the shelf
US 385 North of Cheyenne Wells	\$14,839,000	\$300,000	\$0	\$0	\$14,539,000	In design
I-76 East of Sterling	\$8,240,000	\$200,000	\$0	\$0	\$8,046,507	Project initiated
I-70 Replacing Failing Pavement	\$57,946,253	\$59,100,000	\$0	\$0	\$0	In construction
Region 4 Miscellaneous Rural Paving Project**	\$0	\$520,429	\$0	\$0	\$18,138,628**	TBD
TOTAL	\$142,225,224	\$83,850,247	\$1,750,000	\$15,148,375	\$56,739,753	

* Includes SB1, SB267, TC

** Includes funds from removed project [SH 52 Prospect Valley Phase I] (+) federal stimulus funded swaps (-) any SB* YRS 1&2 amounts that were already allocated towards those projects



Rural Paving - Added Projects

Project Name	Original Planning Estimate	Already Funded SB* YRS 1&2	Proposed SB YR 3	Federal Stimulus	Unfunded
SH 71 Corridor Improvements (Climbing Lanes)	\$0	\$0	\$6,000,000	\$0	\$0
SH 71 Corridor Improvements (PreCon)	\$0	\$0	\$250,000	\$0	\$0
SH 385 Corridor Improvements (PreCon)	\$0	\$0	\$250,000	\$0	\$0
TOTAL	\$0	\$0	\$6,500,000	\$0	\$0

* Includes SB1, SB267, TC



Equity Considerations - Transit

4-Year Equity Target		Equity Thru Year 2		Year 3 Requests		Equity Thru Year 3	
Region	Region %	Region	Region %	Region	Region \$	Region	Region %
1	44.33%	1	44.65%	1	\$13.6M - \$16.6M*	1	42.33%*
2	17.04%	2	9.35% ↓	2	\$11,510,000	2	14.48%
3	12.84%	3	14.05% ↑	3	\$9,865,000	3	16.56%
4	21.20%	4	25.41% ↑	4	\$5,625,000	4	21.42%
5	4.59%	5	6.55% ↑	5	\$1,000,000	5	5.20%
TOTAL	100%	TOTAL	100%	TOTAL	\$41.6M - \$44.6M*	TOTAL	100%

- Transit receives 10% of all SB267 funds for Strategic Transit Projects.
- The approved 4-Year Equity Target is based on the Transit Distribution Formula to ensure statewide equity, across all four years, in the distribution of SB funding. Transit distribution follows Region/TPR Equity as established with the Transit formula.



Transit

Project Name	Original Planning Estimate	Already Funded SB* YRS 1&2	Proposed SB YR 3	Federal Stimulus	Unfunded
SH 119 BRT	\$10,000,000	\$2,000,000	\$0	\$0	\$8,000,000
Firestone Mobility Hub Interim Station Design	\$600,000	\$780,000	\$0	\$0	\$0
Firestone Mobility Hub Interim Station Construction	\$2,700,000	\$6,043,000	\$0	\$0	\$0
Firestone Mobility Hub Access Improvements	\$0	\$0	\$2,000,000	\$0	\$0
Firestone Mobility Hub Right of Way Purchase	\$2,500,000	\$2,500,000	\$1,000,000	\$0	\$0
Bustang Fleet Purchases (Region 4)	\$2,500,000	\$1,250,000	\$625,000	\$0	\$625,000
Outrider Improvements at Lochbuie	\$80,000	\$80,000	\$0	\$0	\$0
Outrider Improvements at Sterling	\$80,000	\$80,000	\$0	\$0	\$0
Centerra-Loveland Mobility Hub	\$6,000,000	\$6,000,000	\$500,000	\$0	\$0
Berthoud Mobility Hub	\$5,000,000	\$5,000,000	\$1,000,000	\$6,500,000	\$0
Northern Colorado Maintenance Facility	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Harmony Road Park-n-Ride Expansion (PreCon)	\$500,000	\$0	\$500,000	\$0	\$0
Estes Park Transit Improvements	\$0	\$1,029,504	\$0	\$0	\$0
Outrider Improvements at Brush, Fort Morgan and Hudson	\$240,000	\$240,000	\$0	\$0	\$0
TOTAL	\$33,200,000	\$25,002,504	\$5,625,000	\$6,500,000	\$11,625,000

* Includes SB1, SB267, TC



April/ May:

- Statewide Transportation Advisory Committee Year 3 Recommendation
- Transit and Rail Advisory Committee Year 3 Recommendation
- Transportation Commission Approval of Year 3 List in anticipation of the issuance of Year 3 SB267 dollars (tentative)