

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
**HYBRID MEETING AGENDA**  
October 7, 2021

|   |   |
|---|---|
| <p><u>In-Person Attendance Option</u><br/>Colorado River Community Room<br/>Fort Collins Utilities Building<br/>222 LaPorte Avenue<br/>Fort Collins, CO 80521</p> | <p><u>Virtual Attendance Option</u><br/>Call-in Number: (872) 240-3311<br/>Access Code: 784-815-789<br/>Online Meeting: <a href="https://bit.ly/3gtbKbo">https://bit.ly/3gtbKbo</a></p> |
|---|---|

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 – September 2, 2021 (Page 8) & September 16, 2021 (Page 12)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- |   |  |      |
|---|--|------|
| 3) Air Pollution Control Division (APCD)        | (Written)  |      |
| 4) Regional Air Quality Council (RAQC)          | Mike Silverstein – Executive Director, RAQC                | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 14) | Medora Bornhoft – Transportation & Air Quality Planner III | 6:20 |

Metropolitan Planning Organization Agenda

REPORTS:

- |  |  |      |
|--|--|------|
| 6) Report of the Chair   | Will Karspeck - Council Chair – Town of Berthoud | 6:25 |
| <ul style="list-style-type: none"> <li>• HR Committee Update</li> </ul>  |  |      |
| 7) Executive Director Report   |  |      |
| <ul style="list-style-type: none"> <li>• N I-25 Segments 7&amp;8 Tour</li> <li>• Front Range Passenger Rail District Board of Directors NFR Representatives</li> <li>• 10-Year List Update</li> <li>• LinkNoCo Update</li> </ul> | Suzette Mallette - Executive Director            | 6:30 |
| 8) TAC (Page 15)   | (Written)  |      |
| 9) Finance (Page 16)   | (Written)  |      |
| 10) Mobility (Page 19)   | Cory Schmitt – Mobility Manager                  | 6:35 |
| 11) Community Advisory Committee (CAC) (Page 27)   | (Written)  |      |

CONSENT ITEM:

- |   |                  |      |
|---|------------------|------|
| 12) FY2022-2023 UPWP FY2022 Budget Amendment #1 | Suzette Mallette | 6:50 |
| Resolution 2021-19 (Page 28)                    |                  |      |

ACTION ITEMS:

- |   |  |      |
|---|--|------|
| 13) 2021 Call for Projects Guidebook Resolution 2021-20 (Page 31)                     | AnnaRose Cunningham – Transportation Planner I | 6:55 |
| 14) NFRMPO Comments on CDOT Greenhouse Gas Transportation Plan Budgets Rule (Page 39) | Medora Bornhoft                                | 7:10 |



#### DISCUSSION ITEM:

15) FY2021 TIP Project Delay Review *(Page 40)*

AnnaRose Cunningham

7:40

#### COUNCIL REPORTS:

7:55

Transportation Commission

Kathleen Bracke - Transportation Commissioner

CDOT R4 Update

Heather Paddock - CDOT R4 Transportation Director

STAC Report *(Page 45)*

(Written)

I-25 Coalition

Scott James – Council Vice Chair, Weld County  
Commissioner

Host Council Member Report

Jeni Arndt – Mayor, City of Fort Collins

8:05

#### MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

8:10



## ***MPO Planning Council***

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

**William Karspeck, Mayor - Chair**

Alternate- Maureen Dower, Mayor Pro Tem

### ***Weld County***

**Scott James, Commissioner - Vice Chair**

Alternate- Perry Buck, Commissioner

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

**Dave Clark, Councilmember - Past Chair**

### ***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***

**Jeni Arndt, Mayor**

Alternate- Tricia Canonico, Councilmember

### ***Town of Garden City***

**Fil Archuleta, Mayor**

Alternate- TBD

### ***City of Greeley***

**Brett Payton, Councilmember**

Alternate- John Gates, Mayor

### ***Town of Johnstown***

**Troy Mellon, Councilmember**

### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

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

**Paula Cochran, Trustee**

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

**Elizabeth Austin, Mayor**

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

**Frank Baszler, Trustee**

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

**Lisa Laake, Trustee**

### ***Town of Windsor***

**Paul Rennemeyer, Mayor**

Alternate- Ken Bennett, Mayor Pro Tem

### ***CDPHE- Air Pollution Control Division***

**Dena Wojtach, Manager, Planning & Policy Program**

### ***Colorado Transportation Commission***

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

## GLOSSARY (cont'd)

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

## GLOSSARY (cont'd)

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

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

September 2, 2021  
Virtual Meeting

### **Voting Members Present:**

|                      |                            |
|----------------------|----------------------------|
| Will Karspeck- Chair | -Berthoud                  |
| Jeni Arndt           | -Fort Collins              |
| Kathleen Bracke      | -Transportation Commission |
| Dave Clark           | -Loveland                  |
| Paula Cochran        | -LaSalle                   |
| Lanie Isbell         | -Eaton                     |
| Troy Mellon          | -Johnstown                 |
| Brett Payton         | -Greeley                   |
| Kristin Stephens     | -Larimer County            |

### **Voting Members Absent:**

|                  |              |
|------------------|--------------|
| Fil Archuleta    | -Garden City |
| Elizabeth Austin | -Milliken    |
| Lisa Laake       | -Timnath     |
| Dena Wojtach     | -CDPHE-APCD  |
| Paul Rennemeyer  | -Windsor     |
| Mark Clark       | -Evans       |

### **MPO Staff:**

**Suzette Mallette**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Manager; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III; **AnnaRose Cunningham**, Transportation Planner I

### **In Attendance:**

Allison Baxter, Tricia Canonico, Rich Christy, Rick Coffin, Steve Cook, Ray Cundiff, Josie Hadley, Butch Hause, Myron Hora, Mark Jackson, Will Jones, Dean Klingner, Katrina Klobberdanz, Johnny Olson, Mark Peterson, Rebecca Rathburn, Elizabeth Relford, Jan Rowe, Sandra Solin, Eric Tracy, Paul Trombino III, James Usher, Tari

Vice-Chair James called the MPO Council meeting to order at 6:01 p.m.

### **Public Comment:**

There was no public comment.

### **Move to Approve Agenda and Minutes**

Payton **moved** to *APPROVE THE SEPTEMBER 2, 2021, MEETING AGENDA AS SUBMITTED* and *THE AUGUST 5, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

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

Vice-Chair James opened the Air Quality portion of the meeting.

### **REPORTS:**

#### **Air Pollution Control Division (APCD)**

Coffin reviewed the memo from the APCD included in the council handouts. Payton asked for clarification on how changes to the California rules regarding Low Emission Vehicles affects the Regulations in Colorado. Coffin stated the Clean Air Act specifies if a State adopts the California standards, they must keep up to date with any changes made under those standards. Payton asked how haze and smoke from wildfires outside Colorado effect the recorded exceedances. Coffin stated the Division is aware that Colorado has no control over pollution from other states which is the premise behind the exceptional event rule. The Division will likely pursue exceptional events for 2020 and 2021 though there is a 6-12 month lead time on gathering the necessary documentation and the final decision has not been made yet. Clark asked who makes the final decision on pursuing exceptional events, Coffin responded State leadership including the



Governor's office will make a final decision. Stephens requested the APCD forward the survey from DRCOG regarding the voluntary employee traffic reduction program (ETRP) to the Council.

#### Regional Air Quality Council (RAQC)

A written report was provided.

#### NFRMPO Air Quality Program Updates

Bornhoft reported the AQCC has dismissed the proposal for ETRP and stated Gordon will present later in the agenda on how the NFRMPO can support voluntary ETRP efforts. CDOT released the draft Transit Zero Emission Vehicle Roadmap for the State of Colorado, the review period for the Roadmap goes through September 3. Bornhoft will review the GHG transportation budgets later in the agenda.

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

Vice-Chair James opened the MPO portion of the meeting.

#### **REPORTS:**

##### Report of the Chair

The Planning Council was surveyed on future meetings format, the result of which was to continue with Hybrid Planning Council meetings where Council members are in person and any other attendees have the option to attend virtually or in person. The October meeting will be hybrid and hosted by the City of Fort Collins.

##### Executive Director Report

The NFRMPO has posted a job opportunity for a Transportation Planner I to be filled within the next month. The NFRMPO hosted a Joint Mobility Committee including both Larimer and Weld Counties on August 24 in Windsor. There were 35 total attendees.

##### TAC

A written report was provided.

##### Mobility

A written report was provided.

##### Community Advisory Committee (CAC)

A written report was provided.

#### **DISCUSSION ITEMS:**

##### NFRMPO TDM Program

Gordon reviewed how discussions regarding voluntary ETRP programs have led to the NFRMPO looking into how to incorporate Transportation Demand Management (TDM) in the region. Gordon outlined the purpose and components of TDM and existing programs within the region which contribute to TDM goals. Gordon requested Council input on what the NFRMPO's role should be regarding TDM and how success would be measured. Council members expressed support in the NFRMPO pursuing TDM strategies and working with local agencies, businesses, and chambers of commerce in the region to develop strategies and provide resources. Stephens recommended following the employer thresholds defined in the ETRP proposal and stated success would be based on the how much emissions and vehicle miles traveled are lowered. James added Weld County is interested in convening stakeholders to discuss ETRP and TDM.

##### 2021 Call for Projects Guidebook Discussion

Cunningham presented the funding estimates and proposed schedule for the upcoming Call for Projects which will award CMAQ, STBG, and TA funding in FY2024 and FY2025 and reviewed the funding set-asides including \$5M in CMAQ for North I-25 and \$50,000 in STBG for the RAQC to perform ozone modeling. Clark stated the \$5M set-aside for North I-25 will only be if utilized if other funding is not identified. Cunningham clarified the need for the set-aside will be reevaluated nearer to the time the funds are available. Cunningham reviewed the changes to all funding programs including updates to the scoring criteria for CMAQ and STBG.

Vice-Chair James handed over meeting facilitation to Chair Karspeck.

Payton asked Staff to review discussions during the development of the Environmental Justice (EJ) Plan to verify what changes to the Call for Projects had been discussed. Council discussed whether the new Environmental Justice (EJ) scoring criteria was appropriate for this Call. Stephens expressed support for including EJ criteria due to the adoption of the EJ Plan as well as the specifications for disproportionately impacted communities outlined in Senate Bill 2021-260. James asked how the NFRMPO EJ areas align with the areas within SB260. Melon asked for Staff to verify the data being used for defining EJ areas is the most up to date. Staff stated they would verify the data and how the EJ areas align with SB260 and present alternatives to TAC and Council.

#### CDOT Greenhouse Gas Transportation Plan Budgets

Bornhoft presented the background on the Greenhouse Gas (GHG) rulemaking, TC schedule, and the GHG Rule Description. Stephens asked for clarification on how the GHG Mitigation Measures may be implemented if the MPO does not have authority to implement certain measures. Bornhoft stated one of the recommendations Staff has for Council to submit to CDOT is allowing locally implemented measures to count towards a demonstration of compliance. Council may also recommend additional strategies to be submitted in comments on the Rule. Karspeck asked if the level of impact of mitigation strategies are being taken into account based on factors such as population. Bornhoft stated there will be more discussion on how the mitigation strategies are quantified but it may be similar to how the NFRMPO quantifies CMAQ emissions benefits.

Karspeck asked what the consequences are if the NFRMPO is not able to demonstrate compliance with the reduction levels. Bornhoft stated restrictions would be put into place on CMAQ and STBG funds, but details are unclear on the timing of those restrictions.

Bornhoft detailed how the rule will impact NFRMPO plans and processes and outlined the areas of support and concern the NFRMPO has identified regarding the Rule. Council discussed supporting a request for more time to review the Draft rule. James expressed concerns regarding the proposed rule being outside the jurisdiction CDOT. Stephens supported having a Council Member provide policy comments while Staff provides technical comments during the rulemaking hearings. Chair Karspeck volunteered.

Bornhoft recommended Council convene for two work sessions prior to the deadline to submit public comment, to allow Council to collaborate on the comments the NFRMPO will submit to CDOT on the rule. A Doodle Poll will be sent to Council Members to determine the best timing for the work sessions.

### **COUNCIL REPORTS:**

#### Transportation Commission

Bracke stated CDOT will be holding Public Hearings on the GHG Rulemaking in Fort Collins on September 30. Each meeting has a virtual option, participants are encouraged to attend any meeting across the state. The Transportation Commission approved Revitalizing Main Streets Grants approved \$22M for an additional round of allocations.

#### CDOT R4 Update

Hadley detailed the four Revitalizing Main Streets projects in the North Front Range sponsored by Berthoud, Greeley, Fort Collins, and CSU.

#### STAC report

A written report was provided.

#### I-25 Coalition

James stated the Coalition discussed the GHG Rulemaking.

#### Host Council Member Report

Stephens reported on projects in Larimer County including the signalization of Douglas Road and State Highway 1, Masonville Post Office bridge replacement, Owl Canyon widening project, and flood damage on due to wildfire runoff.

**MEETING WRAP-UP:**

Next Month's Agenda Topic Suggestions  
None.

The meeting was adjourned at 8:53 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

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

September 16, 2021  
Virtual Work Session

### **Voting Members Present:**

|                      |                         |
|----------------------|-------------------------|
| Will Karspeck- Chair | -Berthoud               |
| Tricia Canonico      | -Fort Collins Alternate |
| Mark Clark           | -Evans                  |
| Lanie Isbell         | -Eaton                  |
| Scott James          | -Weld County            |
| Brett Payton         | -Greeley                |
| Kristin Stephens     | -Larimer County         |

### **Voting Members Absent:**

|                  |              |
|------------------|--------------|
| Fil Archuleta    | -Garden City |
| Elizabeth Austin | -Milliken    |
| Frank Baszler    | -Severance   |
| Kathleen Bracke  | -TC          |
| Dave Clark       | -Loveland    |
| Paula Cochran    | -LaSalle     |
| Lisa Laake       | -Timnath     |
| Troy Mellon      | -Johnstown   |
| Paul Rennemeyer  | -Windsor     |
| Dena Wojtach     | -CDPHE-APCD  |

### **MPO Staff:**

**Suzette Mallette**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III

### **In Attendance:**

Abdul Barzak, Scott Ballstadt, Allison Baxter, Josie Hadley, Butch Hause, Omar Herrera, Will Jones, Mitch Nelson, Heather Paddock, Evan Pinkham, Randy Ready, Elizabeth Relford, Erik Sabina, Theresa Takushi, Eric Tracy, Paul Trombino

Chair Karspeck called the MPO Council Work Session to order at 5:30 p.m.

### **Public Comment:**

There was no public comment.

### **Move to Approve Agenda:**

James **moved** to *APPROVE THE SEPTEMBER 16, 2021, WORK SESSION AGENDA AS SUBMITTED*. The motion was **seconded** by Stephens and **passed** unanimously.

## **Work Session Agenda**

Chair Karspeck opened the work session and explained Mallette would facilitate Council member discussion.

### **Work Session Overview**

Mallette discussed the purpose and flow of the Work Session.

### **CDOT Greenhouse Gas (GHG) Transportation Rule Review and Discussion**

Bornhoft provided an overview and history of CDOT's proposed Greenhouse Gas (GHG) Transportation Rule and the process NFRMPO staff has undertaken to date. She also reviewed the modeling results recently received from CDPHE and how they compared to the NFRMPO's model results.

Council members discussed a series of requests NFRMPO staff would like to request in the NFRMPO's public comment letter. These included: requesting a change to Table 1 in the proposed rule to reflect the results from the NFRMPO's models as opposed to the CDOT statewide model results for calculating the base line.

#### NFRMPO Comments on GHG Rule Roundtable

Bornhoft opened the roundtable discussion on the NFRMPO's comments on the proposed rule. She discussed the areas of support NFRMPO staff has drafted and requested Council member input and additions to the list. She then moved to the NFRMPO staff identified areas of concern, including the priority order staff has identified for these concerns. Bornhoft then discussed NFRMPO staff's recommendations on how CDOT could address the concerns within the proposed rule. Council members then voted on their top priorities for inclusion in the NFRMPO's public comments at the upcoming public hearings as well as inclusion in the public comment letter.

#### Work Session Wrap-Up and Next Steps

Bornhoft reviewed the next steps for the process of submitting public comments and when they are due to CDOT. Mallette wrapped up the Work Session by reminding Council members of the outstanding data request staff has with CDOT as well as the letter requesting additional time to review the requested data submitted to CDOT earlier this week.

The Work Session was adjourned at 6:51 p.m.

Work Session minutes submitted by: Becky Karasko, NFRMPO Staff

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: October 7, 2021**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### 2015 Ozone Boundary Update

As of September 28, 2021, the EPA has *not* released a final rule regarding the possible designation of the entirety of Weld County as nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS). Per the EPA's proposed rule, a final determination is not expected to be made until late September at the earliest.

#### State Implementation Plan (SIP) Development

Early work on the next State Implementation Plan (SIP) for the 2008 ozone standard and 2015 ozone standard is underway by the Regional Air Quality Council (RAQC). The SIP identifies the State's plan for attaining the NAAQS and the next SIP is due to EPA in early 2023. NFRMPO staff are attending the RAQC's Control Strategy Committee (CSC) meetings where strategy analysis and SIP chapter review will take place. At the CSC meeting on September 15, 2021, NFRMPO and DRCOG staff presented the multimodal transportation planning efforts at each MPO to inform discussions around transportation strategies.

#### GHG Transportation Budgets

The greenhouse gas (GHG) Transportation Budgets will be discussed during the "CDOT GHG Transportation Plan Budgets" Action item.

### Action

NFRMPO staff invites Planning Council member feedback on the NFRMPO Air Quality Program.

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
September 15, 2021**

**APPROVAL OF THE AUGUST 18, 2021 TAC MINUTES**

Klockeman moved to approve the August 18, 2021 TAC minutes. Relford seconded the motion, which was approved unanimously.

**REGIONAL AIR QUALITY UPDATES**

**2021 Ozone Season Update** – Ferko presented an update on the 2021 ozone season including the number of monitors with ozone exceedances, the high number of Ozone Action Alerts this summer, outreach strategies and successes, and opportunities for engaging in ozone planning efforts.

**GHG Budgets for Transportation Plans** – Bornhoft presented the background and overview of the Transportation Commission’s proposed greenhouse gas (GHG) rule for regional and statewide transportation plans along with the initial NFRMPO staff analysis identifying areas of support and areas of concern.

**ACTION ITEMS**

**2021 Call for Projects Guidebook** – Cunningham presented information related to the Environmental Justice (EJ) scoring criterion as requested by Planning Council at their meeting on September 2, 2021, including how the recommendations in the EJ Plan relate to the Call for Projects and how Disproportionately Impacted (DI) communities relate to EJ areas. Cunningham presented another option for incorporating EJ into the Call, with no defined subcriteria, reducing the points possible for EJ to 10 instead of 15 and increasing the points for Partnerships to 15 for large communities. Klockeman moved to approve the Call for Projects Guidebook with the change to the EJ criterion. Buckman seconded the motion, which was approved unanimously.

**PRESENTATIONS**

**2050 Regional Transportation Plan (RTP) Kick-off** – Gordon presented the proposed schedule, plan structure, and outreach phases for the NFRMPO’s upcoming 2050 RTP, with anticipated Planning Council adoption in September 2023.

**DISCUSSION ITEMS**

**FY2021 TIP Project Delay Review** – Mallette explained there is a funding shortfall of \$1.25M for N I-25 Segment 6 and two Planning Council members have expressed interest in moving any available funding to N I-25. Cunningham presented the findings of the FY2021 TIP Project Delay Review, which shows nine projects are not delayed and three projects have a second delay. Of the three delayed projects, two are anticipated to meet their milestone in the first half of calendar year 2022. The other delayed project, the *Weld County CNG Vehicles* project, has \$2.2M in CMAQ funds and is held up due to the suspension of the Buy America Waiver process with no anticipated ad date. At the October TAC meeting, TAC will be asked to provide a recommendation on whether the Planning Council should remove the funds from the project or if a second extension should be granted.

## FINANCE COMMITTEE REPORT

- Finance Committee met on September 23, 2021
- Schmitt presented a quarterly update on the Mobility Program noting:
  - Launching of the RideNoCo website and call center part of the One Call/One Click Center
  - Release of an RFP for the Phase Two Trip Discovery Tool to be incorporated on the RideNoCo website
  - Update of the Via Mobility Services pilot launched on August 2<sup>nd</sup>
  - Conditional approval for an AmeriCorp member to assist with outreach, beginning the spring of 2022
  - Applying for CDOT funding to assist North 40 Mountain Alliance with starting transportation services between Red Feather Lakes and Fort Collins
- Kimsey presented financial projections for VanGo for next 18 months, noting the need to increase active routes and particularly increase rider occupancy.
- The committee reviewed and recommended for Council approval the **FY2022 Budget Amendment 1** that provides additional CPG and State Planning Resource (SPR) funds from CDOT.
- October 2021 Finance Committee meeting cancelled.



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

September 23, 2021

3:00 p.m.

Microsoft Teams

**Members**

Scott James - Chair  
Lanie Isbell  
Kristen Stephens

**Staff**

Suzette Mallette  
Merideth Kimsey  
Becky Karasko  
Cory Schmitt  
Kerri Ishmael

The meeting was called to order by James at 3:03 p.m.

**Approval of Minutes:**

James made the motion to approve, and it was seconded by Isbell. The minutes of July 22, 2021 were accepted.

**Mobility Update**

Schmitt provided a Q3 2021 Mobility Program update, noting:

- The launch of the RideNoCo website and call center part of One Call/One Click Center.
- The unveiling of the Rider's Guide and other outreach material.
- The release of an RFP for the Phase Two Trip Discovery Tool to be incorporated on the RideNoCo website.
- The Via Mobility Services pilot being launched on August 2, 2021.
- The MPO applying for funding through CDOT's Revitalizing Main Streets program on behalf of North 40 mountain Alliance to commence transportation services between Red Feather Lakes and Fort Collins.
- The conditional approval for an AmeriCorp member to assist with outreach and transportation demand management, beginning in Spring 2022, noting the MPO being a 3-year host site, thereby, having a member through 2025.
- The importance in having mobility personnel to answer questions and to provide assistance to those unable to connect to the RideNoCo website.

**VanGo/COVID Budget Update**

Kimsey discussed VanGo projections for the next 18 months, noting current occupancy at 37%, which is significantly lower than pre-pandemic occupancy of 80%. As presented by the projections, revenue will not increase by solely increasing the number of routes. It will take both an increase in occupancy and an increase in active routes. The most likely goal is to get the current inactive routes activated and all those currently on seat reservations back to riding, providing a projected 60% occupancy within the next 18 months.

Mallette noted that pre-pandemic occupancy of 80% brought in revenue that covered operating expense. While the projected 60% occupancy with increased active routes will have VanGo running in a deficit with Cares Act funds used to cover costs.

Stephens asks about the strategy in reaching the 18-month goal, specifically whether Cares Act funds could be used for advertising to get more riders. Mallette advised that MPO members will meet next month to discuss strategy in increasing occupancy but is dependent on COVID protocols and employers. Kimsey added that Cares Act funds sitting in reserves are unrestricted.

### **2022 Budget Amendment 1**

Kimsey discussed additional federal CPG funds and State Planning Resource (SPR) funds from CDOT, which is based on changes in the Federal and State allocations that occurred after the original budget was approved. Such funds will apply for FY2022 (October 2021 through September 2022)

Mallette advised that SPR funds are State dollars, requiring no local match, and projected to be used for anticipated modeling activities in the nonattainment area outside of the MPO boundary.

James recommended a motion for the FY22 Budget Amendment 1 to be presented to Council for review and approval. Motion was moved by Isbell and seconded by Stephens.

Kimsey requested cancelling the October Finance Committee meeting. James and Stephens agreed.

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



1

Background





- 2013-2018 Larimer County Strategic Plan set a goal to evaluate the transportation needs and challenges for seniors across the County.
- Assessments and pilots set stage for One Call/One Click Center identified in Larimer County Senior Transportation Implementation Plan.
- Learn more at about the road to RideNoCo at:  
[www.nfrmpo.org/mobility/ococ-project/](http://www.nfrmpo.org/mobility/ococ-project/)

NFRMPO Planning Council-October 2021

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## Mobility Committees



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The NFRMPO convenes two mobility committees that meet every other month to guide the mobility program and enhance coordination among public transit and human service transportation providers and other stakeholders:

- **Larimer County Mobility Committee**
  - Chairs:
    - Ruth Fletcher-Carter, Berthoud Rural Alternative for Transportation (RAFT)
    - Connie Nelson-Cleverley, Senior Alternatives in Transportation (SAINT)
- **Weld County Mobility Committee**
  - Chairs:
    - Janet Bedingfield, 60+ Ride of Weld County
    - Celeste Ewert, Envision Community Center Board

NFRMPO Planning Council-October 2021

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## Milestones: One Call/One Click Center



- **Fall 2019:** Larimer County Senior Transportation Implementation Plan
- **January 2020:** NFRMPO Planning Council dedicates funding to One Call/One Click Center
- **December 2020:** Mobility Manager hired
- **February 2021:** Soft launch to support access to COVID vaccines
- **May 2021:** Mobility Coordinator hired
- **June 2021:** RideNoCo brand unveiled
- **September 2021:** Website and Call Center officially launched

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NFRMPO Planning Council-October 2021

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## Milestones: Technical Assistance



- **January 2020:** Greeley Center for Independence (Adeo) receives new vehicle to transport residents and clients
- **January 2021:** Envision receives new vehicle to transport clients
- **April-December 2021:** Partnership with Via Mobility on pilot expansion into rural southwestern Weld and southeastern Larimer counties
- **Fall 2021:** Supporting start up of transportation service between Red Feather Lakes and Fort Collins
- **Spring 2022:** Town of Milliken to receive new vehicle to transport older residents to and from Senior Center and other destinations

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NFRMPO Planning Council-October 2021

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## Connecting You & Northern Colorado



**Connecting You & Northern Colorado** embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for vulnerable groups such as older adults, individuals with disabilities, lower income individuals, and people who do not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.




**RIDE  
NOCO**  
CONNECTING YOU & NORTHERN COLORADO

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NFRMPO Planning Council-October 2021

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Connecting You & Northern Colorado



RideNoCo is a system that:


The vision of RideNoCo is to **develop a coordinated system that schedules rides across multiple providers with seamless and accessible options for users.**

1
2
3


Is **simple** for anyone to easily find information about available transportation options

\$

Has **robust financial capabilities** related to trip costs, trip payment, invoicing, and eligibility



Provides and shares accurate information to allow for **data-driven decisions**




**Empowers and enables providers** to share trips to make the best use of vehicles and provide more rides

NFRMPO Planning Council-October 2021

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Connecting You & Northern Colorado

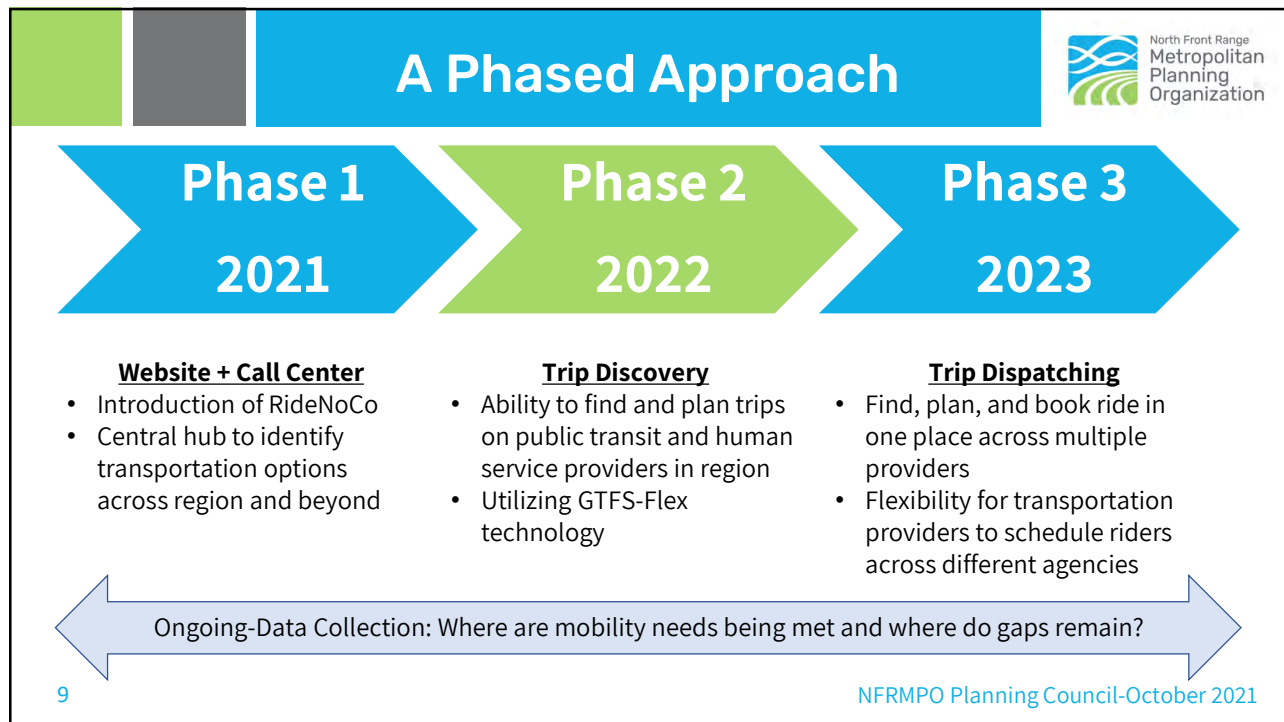




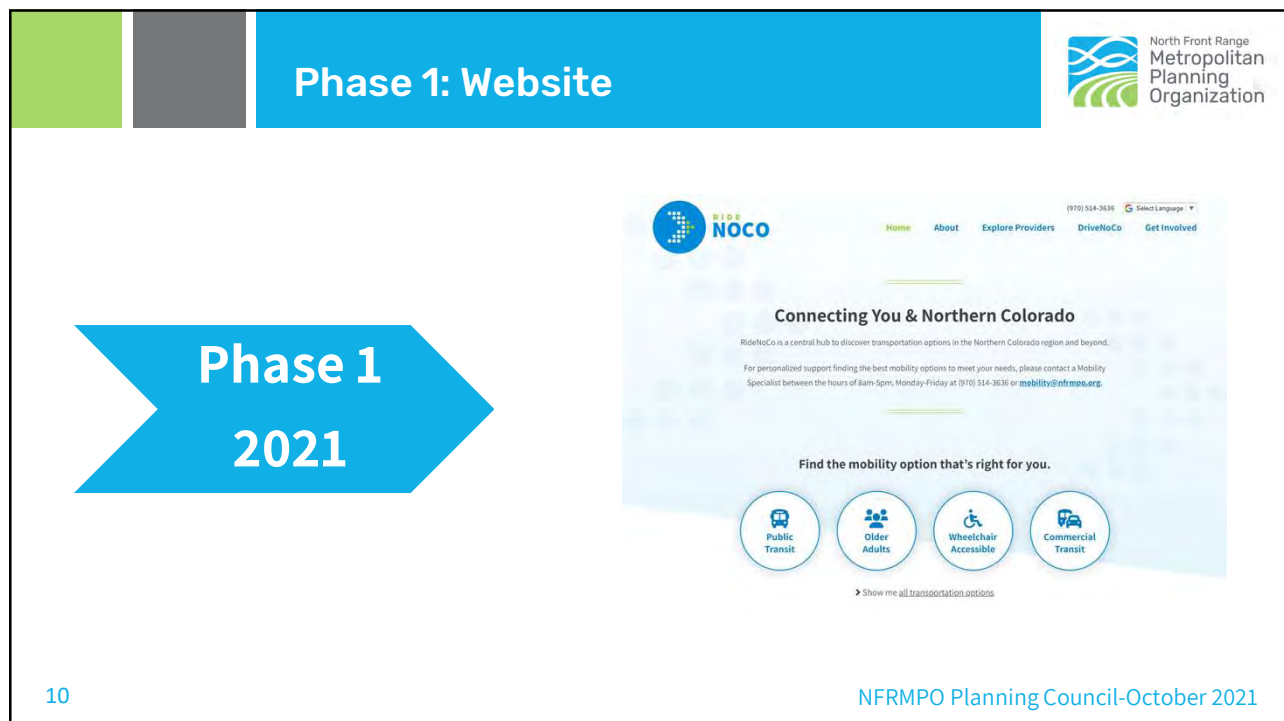

- Goal 1:** Make it easier for people to find out what services are available.
- Goal 2:** Market the mobility management program and the importance of transportation options.
- Goal 3:** Support the ability of existing providers to provide efficient and coordinated services.
- Goal 4:** Develop a mobility management program that brings value to the region and is sustainable.
- Goal 5:** Implement a One Call/One Click Center for Northern Colorado.

NFRMPO Planning Council-October 2021

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## Phase 2: Trip Discovery







- RFP released September 2021**
  - Building a custom trip-planning tool
- Find and plan trips on RideNoCo website**
  - With public and human service transportation providers
- Utilizing GTFS-Flex Technology**
  - Allows demand-response services to be incorporated
  - Complements CDOT's Connected Colorado project

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NFRMPO Planning Council-October 2021

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## Phase 3: Trip Dispatching






- Take lessons learned from regional peers**
  - Incorporate best practices from past efforts
- Empower providers and riders**
  - Find, book, and pay for ride in one place
- Form Technology Steering Committee**
  - Arrive at a system that meets the wants and needs of providers

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NFRMPO Planning Council-October 2021

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## Technology Steering Committee



**Vision**


A coordinated scheduling system that schedules rides across multiple providers with seamless and accessible options for users

 Listen
   
 Formulate
   
 Evaluate
   
 Guide


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NFRMPO Planning Council-October 2021

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## Timeline: Steering Committee



- Fall 2021:** Technology Steering Committee members recruited and convened
- Winter 2021/2022:** Committee defines scope and objectives for trip scheduling and guides RFP creation
- Spring 2022:** RFP released and vendor selected
- Summer 2022:** Project underway
- Winter 2022/2023:** Scheduling platform debuts



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NFRMPO Planning Council-October 2021

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Thank You!



**Cory Schmitt**

Mobility Manager

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**Hanna Johnson**

Mobility Coordinator

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**RideNoCo**

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(970) 514-3636

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

September 9, 2021

**Attendees:** Louisa Andersen, Jamie Baker Roskie, AnnaRose Cunningham, Alex Gordon, Anna Kelso, Amber Lane, Diego Lopez, Kathleen Mitchell, Ruthie Rollins, Cory Schmitt, Hanna Johnson

**RideNoCo**

Cory Schmitt and Hanna Johnson, NFRMPO Mobility Program staff, explained the objective of the RideNoCo project is to better connect older adults and individuals with disabilities with transportation options in Larimer and Weld counties. Schmitt reviewed the history of the One Call/One Click Center project and the phased approach to adding trip discovery and trip dispatching tools.

Schmitt provided a walkthrough of [rideno.co](https://rideno.co), the RideNoCo website. RideNoCo does not provide transportation itself but connects people to existing options and collects data about rides that could not be completed. CAC members recommended adding trip cost information, providing additional “sort by” options, including additional transportation services like ridesharing or carsharing, and identifying providers that are door-through-door compared to door-to-door. The CAC also asked about efforts to ensure the website and transportation system are supporting the needs of the BIPOC communities in the region.

**Coordinated Plan**

Gordon presented on the Coordinated Public Transit/Human Services Transportation Plan, or Coordinated Plan. The Coordinated Plan focuses on the transportation needs and gaps of older adults, individuals with disabilities, and low income individuals. Gordon will forward the presentation to the group. The draft Coordinated Plan will be released for public comment the week of September 13 before being adopted by the Planning Council in December.

**LinkNoCo**

Gordon presented on the LinkNoCo project, which is studying transit corridors to connect communities across Larimer and Weld counties. There will be opportunities for public comment via online open houses and surveys as well as through project ambassadors. Gordon will forward information about the project to CAC members. The project website is <https://nfrmpo.org/transit/linknoco/>.

**Subcommittees**

Gordon reviewed the draft 2050 Regional Transportation Plan (RTP) vision statement and goals based on the discussion at the Long Range Plan Subcommittee meeting. CAC members recommended more directly addressing underserved communities, multimodal transportation, funding, and maintenance.

The meeting adjourned at 7:30 p.m. The next meeting date will be November 11.

## MEMORANDUM

To: NFRMPO Council

From: Suzette Mallette

Date: October 7, 2021

Re: UPWP FY 2022 Budget Amendment 1

### **Background:**

For the UPWP FY 2022 (October 2021-September 2022) the NFRMPO was notified of additional funding from CDOT due to changes to the Federal allocation after the original budget was approved. This requires an amendment to the UPWP budget. These funds include an increase in CPG funds as well as additional State Planning and Resource (SPR) Funds. The increase in SPR funds are unmatched state funds which will allow the MPO to invest more in the Travel Demand Model update specifically for development in the portion of the Northern Subarea of the nonattainment area outside of the NFRMPO boundary

This budget amendment does not change the VanGo budget.

### **Action:**

Council approves UPWP FY 2022 Budget Amendment 1.

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL  
(NFRMPO)**

**SUMMARY OF FY 2022 BUDGET AMENDMENT #1  
REQUEST**

| FY2022 Budget Amendment #1 |    | FY 2022 Approved Budget |    | Budget Adjustments 1 Detail |                | Budget Adjustment 1 Total | FY2021 Amended Budget |
|----------------------------|----|-------------------------|----|-----------------------------|----------------|---------------------------|-----------------------|
| DESCRIPTION                |    |                         |    | Additional CPG              | Additioanl SPR |                           |                       |
| <b>MPO</b>                 |    |                         |    |                             |                |                           |                       |
| <b>Revenues</b>            |    |                         |    |                             |                |                           |                       |
| CPG Allocation             | \$ | 721,473                 | \$ | 39,322                      |                | \$ 39,322                 | \$ 760,795            |
| FHWA SPR                   | \$ | 77,000                  |    |                             | \$ 43,000      | \$ 43,000                 | \$ 120,000            |
| STBG                       | \$ | 459,918                 |    |                             |                | \$ -                      | \$ 459,918            |
| FC MM                      | \$ | 26,901                  |    |                             |                | \$ -                      | \$ 26,901             |
| 5310 Non Urban             | \$ | 27,000                  |    |                             |                | \$ -                      | \$ 27,000             |
| 5310                       | \$ | 27,000                  |    |                             |                | \$ -                      | \$ 27,000             |
| CDPHE                      | \$ | 25,000                  |    |                             |                | \$ -                      | \$ 25,000             |
| Local Match                | \$ | 267,648                 | \$ | 6,334                       |                | \$ 6,334                  | \$ 273,983            |
| State MMOF                 | \$ | 264,884                 |    |                             |                | \$ -                      | \$ 264,884            |
| Transfer from VanGO        | \$ | 264,884                 |    |                             |                | \$ -                      | \$ 264,884            |
|                            |    | \$ 2,161,708            | \$ | 45,656                      | \$ 43,000      | \$ 88,656                 | \$ 2,250,365          |
| <b>EXPENDITURES</b>        |    |                         |    |                             |                |                           |                       |
| Payroll                    | \$ | 832,537                 |    |                             |                | \$ -                      | \$ 832,537            |
| Other Direct               | \$ | 878,237                 | \$ | 45,656                      | \$ 43,000      | \$ 88,656                 | \$ 966,894            |
| Indirect                   | \$ | 450,934                 |    |                             |                | \$ -                      | \$ 450,934            |
| <b>TOTAL EXPENDITURES</b>  |    | \$ 2,161,708            | \$ | 45,656                      | \$ 43,000      | \$ 88,656                 | \$ 2,250,365          |



**RESOLUTION NO. 2021-19**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FIRST AMENDMENT TO THE FY2022 BUDGET OF THE FY2022-2023**  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**

**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 FY2022 UPWP Budget that identifies the work elements, tasks and direct expenses associated with the budget; and

**WHEREAS**, this budget amendment does not modify the FY2022 UPWP tasks and only effects the FY2022 budget; and

**WHEREAS**, the NFRMPO is amending the FY2022 budget to include:

- Increased Consolidated Planning Grant (CPG) funds as identified by CDOT's allocation FY2022 table by \$45,656 total; and
- Increased State Planning and Resource (SPR) funds by \$43,000 for travel model development in the portion of the Northern Subarea of the nonattainment area outside of the NFRMPO boundary with no matching funds required; and

**WHEREAS**, the total NFRMPO budget will increase by \$88,656; and

**WHEREAS**, the VanGo™ total budget will remain unaltered.

**NOW, THEREFORE, BE IT RESOLVED** that the North Front Range Transportation & Air Quality Planning Council hereby approves the First Amendment to the FY2022 budget of the FY2022-2023 UPWP. Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council this 7<sup>th</sup> day of October 2021.

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: AnnaRose Cunningham**

**Date: October 7, 2021**

**Re: 2021 Call for Projects**

### Background

The 2021 Call for Projects to award FY2024 and FY2025 funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs, as well as remaining FY2021 STBG and TA funds, will be held this fall. The *Draft Guidebook for the Call for Projects* is linked below along with project applications for each of the three funding programs. The *Draft Guidebook* identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program.

The [2021 Draft Call for Projects Guidebook](#) carries forward most of the policies from the [2018 Call for Projects](#). The Draft Guidebook was presented to the Planning Council on September 2, 2021. Council members requested additional information on the following topics regarding the Environmental Justice (EJ) scoring criteria within the STBG funding program: recommendations presented during EJ Plan development, data used to determine the locations of EJ and Communities of Concern (COC) areas, and how the NFRMPO EJ Areas and COCs align with the disproportionately impacted communities outlined in [Colorado HB-1266](#).

At their meeting on September 15, the TAC discussed EJ areas, Disproportionately Impacted (DI) communities, and revisions to the STBG scoring criteria. Staff recommended adjusting the criterion for EJ to 10 total possible points for both large and small communities, points awarded within this criterion will be up to the discretion of the Scoring Committee based on the benefits, burdens, and outreach activities described within the Environmental Justice (EJ) Analysis Worksheet prepared by project applicants. TAC requested information be included in the Guidebook on the disproportionately impacted communities within the NFRMPO. TAC voted to recommend Planning Council approve the *2021 Call for Projects Guidebook* with the specified changes and noted an analysis of the scoring process should be conducted after the Call to evaluate the impact of the EJ scoring criteria for future Calls.

### Action

At their September 15 meeting, TAC recommended Planning Council approve the 2021 Call for Projects Guidebook, with the specified changes, in order for the Call to open on October 8, 2021 as scheduled.



## Attachments

1. [2021 Draft Call for Projects Guidebook](#)
2. 2021 Call for Projects Presentation
3. ***Resolution 2021-20***





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Overview

North Front Range  
Metropolitan  
Planning  
Organization

- **EJ Plan Recommendations**
- **Disproportionately Impacted Communities (HB 1266)**
- **EJ Areas**
- **TAC Discussion/ STBG Scoring Proposal**

2


2021 Call for Projects

2

|                            |   |
|----------------------------|---|
| EJ Plan<br>Recommendations | R1: Develop a digital equity planning tool.   |
|                            | R2: Create a Community Advisory Committee.  |
|                            | R3: Integrate EJ and equity into the NFRMPO Call for Projects process.  |
|                            | R4: Conduct more detailed EJ analysis in the NFRMPO Transportation Improvement Program (TIP).   |
|                            | R5: Develop equity-related performance measures and targets.  |
|                            | R6: Incorporate equity-related outputs into the Regional Travel Demand Model (RTDM) and Land Use Allocation Model.  |
|                            | R7: Retain and expand the use of video conferencing and other digital engagement tools for ease of public meeting attendance and involvement.                 |
|                            | R8: Expand NFRMPO outreach presence around the region.  |
|                            | R9: Expand the LCDHE's Multimodal Index (MMI) tool and explore other datasets to improve understanding of the nexus between equity and the built environment. |

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## DI Communities & EJ Areas



- Disproportionately Impacted Communities (HB 1266)**
  - A community that is in a census block group where the proportion of households that are low income, identify as minority, or households that are housing cost-burdened, is greater than 40 percent
- NFRMPO EJ Areas**
  - Census Block Groups with higher percentages than the regional average of:
    - Low Income (Weld 18.91%, Larimer 17.79%)
    - Minority (26.07%)

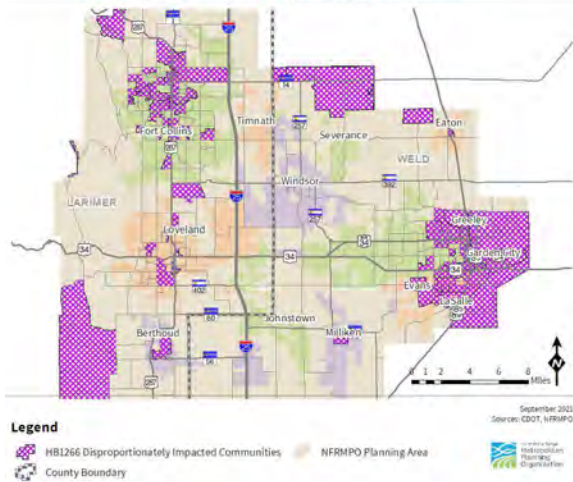
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2021 Call for Projects

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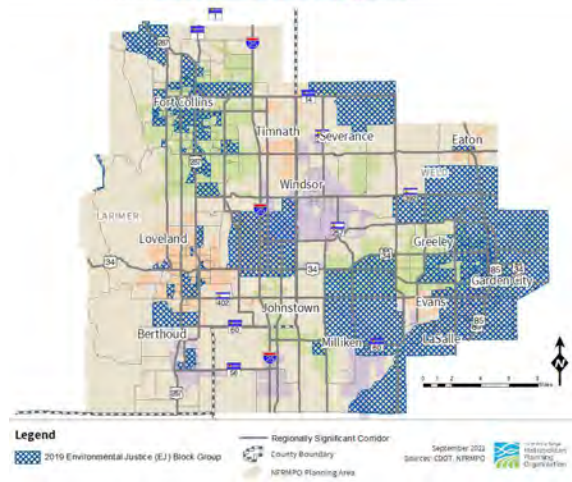
## DI Communities & EJ Areas

Draft Disproportionately Impacted (DI) Communities



5

Environmental Justice (EJ) Areas



2021 Call for Projects

5

## STBG Scoring Criteria

| Criteria              | Small Communities | Large Communities |
|-----------------------|-------------------|-------------------|
| Safety                | 35                | 35                |
| Mobility              | 20                | 25                |
| System Preservation   | 15                | 10                |
| Environmental Justice | 10                | 10                |
| Partnerships          | 15                | 15                |
| Economic Development  | 5                 | 5                 |

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2021 Call for Projects

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STBG Scoring Criteria

| STBG Scoring Criteria**   | Scoring Guidelines or Subcriteria  | Small Communities | Large Communities |
|---|--|-------------------|-------------------|
| Safety:   |  |                   |                   |
| Project achieves a reduction in traffic fatalities and serious injuries                           |  | 35                | 35                |
|   | The project scope's primary intent is to address the most prevalent crash types resulting in fatalities or serious injuries by implementing countermeasures that proven to reduce the indicated crash type   | 30                | 30                |
| or  | The project scope includes elements that will likely reduce crashes resulting in fatalities or serious injuries but does not include proven countermeasures  | 20                | 20                |
| or  | The project scope includes countermeasures proven to reduce the most prevalent crash type causing Property Damage only crashes.  | 10                | 10                |
| or  | The project may help reduce crashes but does not include countermeasures to specifically reduce crash types causing fatalities, serious injuries, or property damage only crashes.   | 5                 | 5                 |
| or  | The project has no intention to improve the safety of the transportation system.   | 0                 | 0                 |
| Mobility:   |  |                   |                   |
| Project improves the multi-modal system and/or addresses congestion, reliability, and continuity. |  | 20                | 25                |
|   | Project increases the share of people using active transportation or adds to active transportation facilities in accordance with strategies and guidance within the Active Transportation Plan   | 6                 | 5                 |
|   | Project increases the share of people using transit by investing in projects that improves existing transit facilities or adding new transit facilities  | 2                 | 5                 |
|   | Project improves efficiency through ITS or operational improvements (contributes to Regional Performance Measure: Miles of Fiber for Connected Roadways)   | 2                 | 3                 |
|   | Project contributes to the achievement of Regional Performance Measures: Non-motorized facility miles, percent of Non-Single Occupant Vehicle Miles, Dily VMT Per Capita, travel time index on RSCs, Fixed Route Revenue Hours per Capita within Service Areas | 3                 | 4                 |
|   | Project contributes to PM 3: System Performance  | 3                 | 4                 |
|   | Includes CMP Strategies Tier 1-4   | 3                 | 3                 |
|   | Includes CMP Strategies Tier 5-6   | 1                 | 1                 |

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2021 Call for Projects

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STBG Scoring Criteria

| STBG Scoring Criteria  | Scoring Guidelines or Subcriteria   | Small Communities | Large Communities |
|--|---|-------------------|-------------------|
| System Preservation:   |   |                   |                   |
| Project maintains the current system based on current pavement and bridge condition or contributes to state of good repair targets for transit |   | 15                | 10                |
|  | Project contributes to PM 2: Pavement and Bridge Condition on NHS   | 0                 | 5                 |
|  | Project contributes to maintaining or increasing the pavement or bridge condition on non-NHS roads                                      | 15                | 0                 |
|  | Project contributes to Transit Asset Management Targets   | 0                 | 5                 |
| Partnerships:  |   |                   |                   |
| Project sponsored by at least two agencies contributing at least 10% of Federal funding request plus local match (excluding local overmatch)   |   | 15                | 15                |
|  | Partnerships meet or exceed the 10% requirement   | 15                | 15                |
|  | Project includes partnerships that are below the 10% requirement  | 5                 | 5                 |
| Environmental Justice:   |   |                   |                   |
| Project includes significant benefits or does not include significant burdens to EJ populations and additional communities of concern.         |   | 10                | 10                |
|  | Project demonstrates an analysis of the benefits and burdens as illustrated within the Environmental Justice Impact Analysis Worksheet. | Up to 10          | Up to 10          |
| Economic Development:  |   |                   |                   |
| Project leads to improvements for businesses and the freight network   |   | 5                 | 5                 |
|  | Project located/addresses congestion on Colorado Freight Corridors (CFCs)   | 2.5               | 2.5               |
|  | Project addresses top segments for truck delay in the state (See Freight Northern Colorado (FNC))                                       | 2.5               | 2.5               |
| Total  |   | 100               | 100               |

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2021 Call for Projects

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## Next Steps



- **October 8, 2021**
  - Call for Projects opens
- **December 10, 2021**
  - Call for Projects Closes
- **January 2022**
  - Scoring Committee Meetings
  - TAC Discussion of recommended projects
- **February 3, 2022**
  - Council Discussion of Recommended Projects Applicant Presentations

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2021 Call for Projects

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## Questions?



**AnnaRose Cunningham**  
Transportation Planner I  
[arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org)  
(970) 818-9497

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2021 Call for Projects

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**RESOLUTION NO. 2021-20**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE PROCESS FOR THE 2021 CALL FOR PROJECTS**

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

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

**WHEREAS**, the 2021 Call for Projects will award FY2022 and FY2023 Congestion Mitigation and Air Quality (CMAQ), Surface Treatment Block Grant (STBG), and Transportation Alternatives (TA) funding to eligible entities; and

**WHEREAS**, the 2021 Call for Projects will award excess 2021 STBG and TA funding as approved by Planning Council in July through ***Resolution 2021-17***; and

**WHEREAS**, a set-aside of \$5M in FY2025 will be created for the Colorado Department of Transportation (CDOT) North I-25 project; and

**WHEREAS**, the need for the North I-25 set-aside will be reevaluated prior to FY2025; and

**WHEREAS**, the 2021 Call for Projects Guidebook identifies eligible entities, eligible project types, project requirements, and scoring criteria for the CMAQ, STBG, and TA programs that meet federal regulations and reflect input from planning partners; and

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the process for the 2021 Call for Projects as recommended.

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

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: October 7, 2021**

**Re: NFRMPO Comments on CDOT Greenhouse Gas Transportation Plan Budgets Rule**

### Background

As discussed at previous Planning Council meetings, the Transportation Commission (TC) is conducting a rulemaking to create greenhouse gas (GHG) pollution standards for Colorado MPOs' long-range Regional Transportation Plans (RTP) and CDOT's 10-year Plan.

The NFRMPO submitted a letter to the TC on September 13, 2021, requesting four sets of data and sufficient time during the public comment period to review the data to allow for data-driven comments and a data-driven rule. Since that date, CDOT and/or CDPHE have provided data for two of the requests and the other two requests are still in process. As of the writing of this memo, the scheduled closing date of the public comment period is still October 15, 2021. In a response letter sent to the NFRMPO on September 21, 2021, CDOT Executive Director Shoshana Lew stated CDOT plans to wait until additional public comments are received and then a decision to extend the public comment period could be made by the Rulemaking Hearing Officers and the TC.

Based on discussions at the Planning Council meeting on September 2, 2021, and the Planning Council and TAC Work Session on September 16, 2021, NFRMPO staff is developing a draft comment letter identifying the NFRMPO's substantive comments on the proposed GHG rule. This letter will be included in the Handouts Packet email to Planning Council on October 6, 2021, which allows more time for NFRMPO staff to incorporate any data received from CDOT regarding the proposed GHG rule into the letter.

Following the discussion at the Planning Council meeting on October 7, 2021, the NFRMPO's comment letter will be finalized and submitted to CDOT prior to the October 15, 2021 public comment deadline.

Rulemaking hearings for the proposed rule are underway and the NFRMPO Chair and NFRMPO staff will provide verbal testimony at the hearings scheduled in Fort Collins on September 30, 2021, and in Firestone (Weld County Southwest Service Complex) on October 5, 2021. To learn how to attend a hearing (in-person or virtually) or to view recordings of past hearings, visit <https://www.codot.gov/business/rules/proposed-rules>. The TC is scheduled to consider adoption of the proposed rule revisions on November 18, 2021.

### Action

NFRMPO staff requests Planning Council discuss and approve the NFRMPO's draft comment letter on the TC's proposed GHG budgets for transportation plans. As explained above, the draft comment letter will be provided to Planning Council on October 6, 2021. If additional time is needed to finalize the NFRMPO's comments, a Work Session will be held the week of October 11, 2021.



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



| Meeting Date   | Agenda Item                     | Submitted By  |
|--|---------------------------------|---|
| October 7, 2021<br>Fort Collins  | FY2021 TIP Project Delay Review | AnnaRose<br>Cunningham  |
| <b>Objective/Request Action</b>  |                                 |   |
| To discuss TIP projects subject to the TIP Delay Procedure, including: <ul style="list-style-type: none"> <li>Whether or not to recommend Planning Council grant 2<sup>nd</sup> extensions to projects with a 2<sup>nd</sup> delay.</li> <li>Options for how to allocate CMAQ funding if a 2<sup>nd</sup> extension is not granted</li> </ul>  |                                 | <input type="checkbox"/> Report<br><input type="checkbox"/> Work Session<br><input checked="" type="checkbox"/> Discussion<br><input type="checkbox"/> Action |
| <b>Key Points</b>  |                                 |   |
| <ul style="list-style-type: none"> <li>In August and September 2021, sponsors provided project status information for projects with a milestone deadline of FY2021 or earlier, summarized in <b>Table 1</b>.</li> <li>Twelve projects were subject to the FY2021 delay review. As shown in <b>Table 1</b>, nine projects have met or will meet the required milestone and three projects are delayed. The three delayed project are requesting consideration for a 2<sup>nd</sup> extension, no projects are requiring a first extension.</li> </ul>   |                                 |   |
| <b>Committee Discussion</b>  |                                 |   |
| <ul style="list-style-type: none"> <li>This is the first time Planning Council will discuss the FY2021 TIP Project Delay Review.</li> </ul>  |                                 |   |
| <b>Supporting Information</b>  |                                 |   |
| <ul style="list-style-type: none"> <li>The TIP delay procedure, as identified in the <i>FY2022-2025 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).</li> <li>The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects.</li> <li>The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.</li> <li>Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.</li> <li>TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.</li> <li>TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2<sup>nd</sup> delays.</li> </ul> |                                 |   |



### Supporting Information Continued

- Weld County has requested a 2<sup>nd</sup> Extension for the *Weld County CNG Vehicles* project, which is delayed due to the suspension of Buy America Waivers and has no current ad date. If Planning Council determines to not grant a 2<sup>nd</sup> Extension to the project, \$2.2M will be returned to the CMAQ pool.
- The TIP Narrative identifies the additional award process for each funding source and Call for Projects. Additional funding from the FY2020-2021 Call for Projects, per the *FY2020-2023 TIP*, is to be assigned to the next highest ranked partially funded project. Two partially funded projects from the FY2020-2021 Call have verified their ability to obligate additional funding as shown in **Table 2**.
- As of September 2021, there is a funding shortfall of \$1.25M for N I-25 Segment 6 and there is interest in funding southbound access to N I-25 from Johnson's Corner. Two Planning Council members have expressed interest in moving any available funding to N I-25.

### Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

### Disadvantages

- None noted.

### Analysis/Recommendation

- Staff requests Planning Council discuss providing 2<sup>nd</sup> extensions to the two projects with second delays that have provided anticipated ad dates and discuss whether to provide a 2<sup>nd</sup> Extension to the *Weld County CNG Vehicles* project or require the project sponsor to return the funds to the funding pool.
- TAC requested Planning Council discuss options for allocating additional CMAQ funding if a 2<sup>nd</sup> Extension is not granted to the *Weld County CNG Vehicles* project.

### Attachment

- **Table 1. FY2021 Project Status Report**
- **Table 2. Proposed Additional Allocations**

**Table 1. FY2021 Project Status Report**

| PROJECT NAME                                  | SPONSOR   | FUNDING PROGRAM | MILESTONE DEADLINE | AD DATE (unless otherwise specified)      | 2021 PROJECT STATUS COMMENTS   | 2020 Review Outcome         | 2021 DELAY STATUS   | Federal Funds in TIP (in thousands) |
|---|-----------|-----------------|--------------------|---|--|-----------------------------|---------------------|-------------------------------------|
| Transfort CNG Buses                           | Transfort | CMAQ            | FY21               | Anticipated Order Date: September 2021    | Agreement is being routed for signatures. Once signed, PO will be issued, delivery of buses expected in 12 months. (3 buses)   | N/A                         | <i>Not Delayed*</i> | <b>\$1,900</b>                      |
| eBus & Charger Purchase                       | Transfort | CMAQ            | FY19               | Order Date: November 2020 & February 2021 | Buses expected delivery date is November 2021. Chargers anticipated September 2021.  | <b>2<sup>nd</sup> Delay</b> | <i>Not Delayed</i>  | <b>\$1,914</b>                      |
| Traffic Signal Progression Improvements—US 34 | Loveland  | CMAQ            | FY20               | Notice to Proceed: July 2021              | Equipment ordered. Will be installed upon arrival.   | <b>1<sup>st</sup> Delay</b> | <i>Not Delayed</i>  | <b>\$640</b>                        |
| CNG Fast Fill Stations                        | Loveland  | CMAQ            | FY19               | RFP: June 2021                            | First Step of Design-Build Process, SOQ, commenced in May 2021 and RFP process in June 2021. RFP's rejected due to cost and process restarted. RFP's due September 2, 2021 with work start date anticipated for November 2021. CDOT has concurred that project status is in good standing. | <b>2<sup>nd</sup> Delay</b> | <i>Not Delayed</i>  | <b>\$828</b>                        |
| COLT CNG Bus Replacement/Expansion            | COLT      | CMAQ            | FY21               | Order Date: August 2021                   | PO Issued for 2 CNG buses  | N/A                         | <i>Not Delayed</i>  | <b>\$1,734</b>                      |
| COLT Diesel Bus Replacement                   | COLT      | CMAQ            | FY21               | Order Date: August 2021                   | PO Issued for 1 CBG Bus  | N/A                         | <i>Not Delayed</i>  | <b>\$504</b>                        |
| GET CNG Bus Replacement/Bus Expansion         | GET       | CMAQ            | FY21               | Order Date: December 2020                 | Buses ordered 12/30/2020, expected delivery early in 2022. Expected grant to be obligated early in 2022.   | N/A                         | <i>Not Delayed</i>  | <b>\$646</b>                        |

\*Project sponsor anticipates meeting milestone deadline in September 2021, project should not need to be delayed.

| PROJECT NAME  | SPONSOR      | FUNDING PROGRAM | MILESTONE DEADLINE | AD DATE (unless otherwise specified) | 2021 PROJECT STATUS COMMENTS   | 2020 Review Outcome   | 2021 DELAY STATUS     | Federal Funds in TIP (in thousands) |
|---|--------------|-----------------|--------------------|--------------------------------------|--|-----------------------|-----------------------|-------------------------------------|
| GET Diesel Bus Replacement                            | GET          | CMAQ            | FY21               | Order Date: December 2020            | Buses ordered 12/30/2020, expected delivery early in 2022. Expected grant to be obligated early in 2022.   | N/A                   | <i>Not Delayed</i>    | \$2,489                             |
| Weld County CNG Vehicles                              | Weld County  | CMAQ            | FY20               | -                                    | Project is delayed due to the suspension of the Buy America waiver process.  | 1 <sup>st</sup> Delay | 2 <sup>nd</sup> Delay | \$2,200                             |
| Intersection Improvements at SH257 & Eastman Park Dr. | Windsor      | STBG            | FY20               | Anticipated: April 2022              | Project delayed in 2020 due to CDOT SH257 Resurfacing. 2 <sup>nd</sup> Delay due to major scope change in layout of intersection due to development in the area. | 1 <sup>st</sup> Delay | 2 <sup>nd</sup> Delay | \$1,000                             |
| Timberline Road Corridor Improvements                 | Fort Collins | STBG            | FY21               | Anticipated: September 2021          | Advertisement delayed due to ROW acquisition   | N/A                   | <i>Not Delayed*</i>   | \$2,695                             |
| Little Thompson River Corridor Trail – Phase 1a       | Johnstown    | TA              | FY20               | Anticipated: January 2022            | 1 <sup>st</sup> Delay due to prebbles mouse issues, working with state official on options. Project currently in design  | 1 <sup>st</sup> Delay | 2 <sup>nd</sup> Delay | \$250                               |

Project sponsor anticipates meeting milestone deadline in September 2021, project should not need to be delayed.

# Proposed Additional Allocations

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

Projects approved by Planning Council on November 3, 2016

| Additional FY2020-2021 funding due to return of Weld County CNG Vehicles funds: |   |                 |               |                  |      |                                |             |                                | \$2,200,000                 |  |
|---|---|-----------------|---------------|------------------|------|--------------------------------|-------------|--------------------------------|-----------------------------|--|
| Project Sponsor   | Project Name                                    | Federal Request | Federal Award | Unfunded Request | Rank | Federal Funding by Fiscal Year |             | Proposed Additional Allocation | Proposed Remaining Unfunded | Notes  |
|   |   |                 |               |                  |      | 2020                           | 2021        |                                |                             |  |
| Greeley   | Central System and Controller Replacement       | \$430,500       | \$430,500     | \$0              | 1    | \$430,500                      | -           | -                              | \$0                         | -  |
| Loveland  | Traffic Signal Progression Improvements - US 34 | \$640,000       | \$640,000     | \$0              | 2    | \$640,000                      | -           | -                              | \$0                         | -  |
| Larimer Co. ➔ Loveland  | CNG Fast Fill Stations                          | \$827,900       | \$827,900     | \$0              | 3    | \$498,630                      | \$329,270   | -                              | \$0                         | -  |
| Weld Co.  | Weld County CNG Vehicles                        | \$3,176,400     | \$2,200,000   | \$976,400        | 4    | \$1,050,000                    | \$1,150,000 | -                              | \$976,400                   | Possible return of funds to pool if not granted 2nd Delay due to suspension of Buy America Waivers.              |
| Greeley   | GET Diesel Bus Replacement                      | \$3,027,834     | \$2,488,323   | \$539,511        | 5    | \$756,500                      | \$1,731,823 | \$0                            | \$0                         | Sponsor identified other funds to make up for unfunded request. Project considered fully funded as of Sept. 2021 |
| Loveland  | COLT Diesel Bus Replacement                     | \$768,000       | \$504,000     | \$264,000        | 6    | -                              | \$504,000   | \$120,000                      | \$0                         | Sponsor able to accept an additional \$120,000 to consider project fully funded.                                 |
| Loveland  | Loveland Diesel Fleet Replacement**             | \$663,600       | \$384,000     | \$279,600        | 7    | -                              | \$384,000   | -                              | \$279,600                   | -  |
| Fort Collins  | Transfort CNG Buses                             | \$3,360,000     | \$1,900,000   | \$1,460,000      | 8    | \$950,000                      | \$950,000   | \$46,000                       | \$0                         | Sponsor able to accept an additional \$46,000 to consider the project fully funded.                              |
| Total   |   | \$12,894,234    | \$9,374,723   | \$3,519,511      | -    | \$4,325,630                    | \$5,049,093 | \$166,000                      | \$0                         | -  |

**Remaining CMAQ Funds**

**\$2,034,000**

Note: Projects in gray are ineligible for additional funding.

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

## **STAC Summary – September 10, 2021**

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Executive Director
  - Deputy Executive Director Stockinger passed on CDOT updates in order to provide more time for the agenda items.
- 2) Federal Legislative Report – Jamie Grim, CDOT Office of Policy and Government Relations
  - There are currently two bills of interest: the Infrastructure Bill and the Senate Reconciliation Bill. The Senate Reconciliation Bill includes Fiscal Year 2022 appropriations and Fast Act reauthorization. Speaker Pelosi has promised that both bills will be voted on by September 27th. If the Reconciliation Bill is not passed by September 30th, then there will need to be a continuing resolution to maintain the current flow of Fast Act funds.
  - The debt ceiling must be raised and it is estimated that this will happen in October. This could impact the Infrastructure Bill and the Senate Reconciliation Bill.

### Discussion Summary

- The Reconciliation Bill is not expected to have earmarks.
  - A continuing resolution for the Reconciliation Bill will maintain current numbers and formulas.
  - STAC is amenable to sending a letter to Congress expressing the need for transportation funding. As a united group of diverse constituents, this letter might have an impact.
- 3) GHG Rulemaking Update – Rebecca White, CDOT Director, Division of Transportation Development; Hermann Stockinger, CDOT Deputy Executive Director
    - Rule background: The GHG Rule started with House Bill 1261, which set statewide GHG reduction goals. This led to a GHG Pollution Roadmap, authored by multiple state agencies. The Roadmap laid out a strategy for a GHG planning rule and Senate Bill 2021-260 (SB260) directed CDOT to implement this rule.
    - Staff presented on GHG targets, timelines for those targets, applicability to the MPOs and CDOT, and the rule enforcement strategy. The rule has been communicated to the public through various media and the written comment period closes on October 15th.
    - The Transportation Commission is anticipated to adopt the rule on November 18th. It will become effective in January 2022. The MPOs with more experience in modeling (DRCOG, North Front Range) and CDOT will need to update their plans by October 2022. The remaining MPOs have more time to comply with the rule.
    - There are only 15 comments to date, though more are expected. Comments focused on reprioritizing investments, edits to the regulation, equity issues, and subjects not related to the GHG rule.
    - A cost-benefit analysis has been conducted. It includes the anticipated economic benefits and costs; adverse effects on the economy, consumers, small businesses, job creation, private markets, and economic competitiveness; and two alternatives to the proposed rule including the cost and benefit of pursuing those benefits. Costs and benefits were placed in the following categories: vehicle operating costs, the social costs of carbon, air pollution costs, safety (crashes), traffic delay, and physical inactivity.

### Discussion Summary

- The CDOT non-MPO area reduction targets are statewide. There is a concern that this statewide target will make it difficult for rural Transportation Planning Regions (TPRs) to understand how the Rule specifically impacts them. The 10-Year Plan process will address this question with the TPRs. In addition, it is generally considered rare for a non-MPO area to have a regionally significant project. The focus on non-MPOs will be regarding mitigation measures. Another concern for rural areas is that there isn't any data on the mitigation measures.
- There was discussion on why GHG reduction levels are modeled to dip and then rise again over time. The chart showing GHG reduction targets indicates a dip in GHG reduction levels but not in baseline levels. This is because the baseline levels do not assume increased electric vehicles, whereas the reduction levels do consider increased electric vehicles. In addition, the baseline arcs back up at 2040 because of increased population and VMTs.

- To enable MPOs to provide data-based comments on the Rule, STAC approved a motion to recommend an extension of the commenting period to 30 days after North Front Range MPO and other MPOs receive the data needed to comment on the data-driven aspects of the Rule.
- There is concern around the vague definition of “Regionally Significant Project.” STAC expressed a desire for CDOT to lead an effort to develop a more specific definition and clarification.
- All concerns should be submitted as written comments in order to ensure that the comment is officially part of the review process.
- There was a desire for STAC to have a special hearing on the rule so that formal comments could be collected from the Committee.

4) Multimodal Transportation & Mitigation Options Fund (MMOF) – Michael Snow, CDOT Planning Specialist, Division of Transportation Development

- SB260 has provided 10 years of funding to MMOF. The funds are a mix of federal and state sources, with \$146.8 million of federal stimulus funding available in the current fiscal year, \$124.8 million of which will be distributed to TPRs for Local MMOF projects.
- Staff recommended improvements to the MMOF distribution formula and the formula and policy for determining match reductions, based on changes made to the goals of the program and lessons-learned in administering the current program. SB260 requires that MMOF funding also support modal choices for Disproportionately Impacted Communities, defined as a census block group with >40% low income households, >40% minority households, or >40% of households that are housing cost burdened.
- SB260 also has new reporting requirements such that MPOs and TPRs will be required to provide CDOT an annual MMOF project status report. Staff will produce a draft form for this purpose and present it in October.
- CDOT has encountered projects with cost overruns and unanticipated delays, which caused issues and challenges to both CDOT and to Local Agencies. To prevent this in the future, CDOT will take the opportunity during their project selections to provide MPOs and TPRs input on proposed projects where there is opportunity for Local Agencies to improve the proposed scope, budget or feasibility of projects, or to identify potential cost-saving opportunities.
- The original MMOF Advisory Committee formed in 2019 will be reconvened in late September or early October to consider and recommend changes to the MMOF Distribution Formula. The updated distribution formula and match reduction policy will be presented to STAC in October, which will be considered for final adoption by the TC in November.
- MPOs and TPRs may consider starting their project selection processes as early as October when draft funding allocations and match reduction requirements will become available.

Discussion Summary

- STAC members were concerned that older adults and people with disabilities were no longer being counted in the proposed distribution formula. Staff will present this option for consideration to the MMOF Committee.
- A suggestion was made that the 19%/81% split of funding between rural and urban areas be reexamined.
- It was suggested that TPRs and MPOs determine the match requirement, however, it was mentioned that the Attorney General disallowed that previously.
- There was also discussion on CDOT’s administrative fee, which is currently a flat percentage. CDOT staff are considering a more effective alternative to the flat 5% set-aside used previously.

5) 10-Year Plan Amendment Process – Rebecca White, CDOT Director, Division of Transportation Development

- The major reasons for updating the plan are: more projects have been completed than anticipated and might need to begin projects listed in years 5-10; we have a better sense of the future budget for projects; and the GHG Rule requires an update.
- Considerations for the plan update are regional equity, fiscal constraints, Transportation Commission Guiding Principles, GHG requirements, and new projects to add to the plan.
- The amendment process timeline is still under consideration. This will be presented to STAC in October, along with an estimated dollar amount for the plan based on SB260 and the federal Infrastructure Bill.

#### Discussion Summary

- There was a discussion on how projects will be selected and prioritized for the plan update. This included years 1-4 projects that have been completed but could benefit from additional scoping, and reviewing the cost estimates for year 5-10 projects. It is a good idea to review years 5-10 transit projects since CARES Act funding has covered some projects, and Covid-19 has impacted ridership.
- MPOs and CDOT will need to coordinate and synchronize plan updates.
- There was a concern that large interstate projects impact regional equity calculations such that small state facilities nearby cannot get prioritized. It was suggested that funding for large interstate projects be separated.