

NFRMPO Planning Council March 3, 2022 Meeting

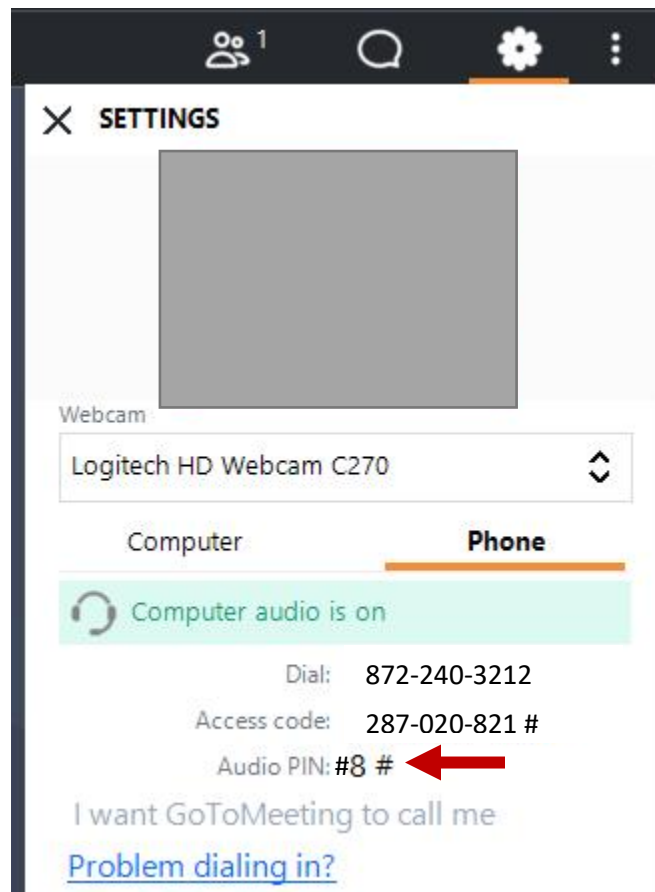
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"I have a question regarding the TIP Amendment"

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

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

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



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

**February 2022 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, March 3, 2022**

Air Pollution Control Division (Division) Updates

- The Division is actively planning next steps in addressing ozone in the Denver Metro/North Front Range. In addition to hosting two listening sessions in January, the Division hosted two industry meetings for sources of NO_x or VOC over 25 tons per year in the nonattainment area. Additional listening sessions are tentatively scheduled in April and May. Please visit <https://cdphe.colorado.gov/severe-ozone-planning> for information about previous and upcoming meetings.
- Regulation No. 22, Part B, Section III established the Midstream Steering Committee (MSC), which is a technical working group tasked with developing guidance and plans to achieve statewide reductions in greenhouse gas emissions from fuel combustion equipment in the oil & gas midstream segment. The duties of the MSC include information gathering, creation of guidance documents, and development of emission reduction plans. Additional details on the duties and schedule of the MSC can be found at <https://cdphe.colorado.gov/midstream-steering-committee>.
- The Division will host community town hall sessions on the December 2021 AQCC oil and Gas Rulemaking. The following will be discussed:
 - What was the result of the oil and gas rulemaking?
 - When and how will these new rules enter into effect?
 - When are the next rulemaking hearings for oil and gas?
 - How can I stay informed and participate?

[Register here](#) for the March 3, 2:20-4 pm meeting and [register here](#) for the March 16, 5-7 pm meeting. Additional in-person Front Range meetings will be announced later in March.

- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts and Denver-area wintertime residential burning restrictions. For additional information and to subscribe to an email list, please visit <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

Air Quality Control Commission (Commission) Updates:

- Governor Polis has appointment three new members to the Commission:
 - Dr. Guerra, a resident of Lakewood, has worked in both the private and public sectors and is an expert in air dispersion modeling. He currently serves as the



Chair of the Air and Waste Management Association's Atmospheric Modeling and Meteorology Committee.

- Jon Slutsky, a resident of Wellington, has previously served on both the Air Quality Control Commission and the Water Quality Control Commission. He is currently a member of the Larimer County Agricultural Advisory Board and the Colorado Livestock Association's Board of Directors. He has worked as a dairy farmer since 1981.
- Patrick Cummins, a resident of Durango, is currently a senior policy advisor at the Center for the New Energy Economy at Colorado State University. He has 35 years of experience in air quality and climate policy and has worked for the Western Governors Association and Western Climate Initiative.

February 17, 2022 Air Quality Control Commission (Commission) Meeting:

- The Commission set a hearing to consider a proposal to revise Regulation Number 6, Part A to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- The Commission set a hearing to consider revisions to Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rule.
- Representatives from the Division briefed the Commission regarding implementation of the Commission's oil and gas pre-production monitoring program. Under Regulation 7, air quality monitoring is required at or near preproduction and early production operations where drilling begins on or after May 1, 2021. Operators must submit an air quality monitoring plan and monthly reports to the Division and local governments within 2,000 feet of the proposed operations. 107 plans have been submitted by 21 operators as of February 2022.
- Representatives of CDOT and CEO provided a briefing to the Commission regarding California's Advanced Clean Trucks rule. CDPHE will propose adoption of the Advanced Clean Truck and Low NOx Omnibus rules to the Commission by the end of 2022, with a rulemaking hearing in 2023. If adopted by the Commission, the rule would go into effect for Model Year 2027 vehicles. Prior to the initiation of the rulemaking, state agencies will work with the Clean Fleet Enterprise, Community Access Enterprise, manufacturers, motor carriers, and other key stakeholders to ensure that sufficient complementary policies, programs, and investments are in place to support fleets, manufacturers, and dealers so they are able to transition successfully.
- Meeting materials are available at <https://cdphe.colorado.gov/aqcc>.

March 17, 2022 Commission meeting:

- The Commission does not plan to meet in the month of March.





Date: March 1, 2022

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

Announcement

The March 4 Board meeting will be held remotely via Zoom. Going forward, board meetings will be held in-person with an option for virtual participation for Board Members and the public. Updates will be provided as the April Board meeting approaches.

Legislative Update

A bill of great interest to the RAQC is SB22-138 which promotes reductions in greenhouse gas emissions through, amongst other measures:

- Phasing out the use of small off-road engines by prohibiting their sale in nonattainment areas of the state on or after January 1, 2030, and
- Providing financial incentives to promote the replacement of small off-road engines with electric-powered, small off-road equipment before 2030.

Staff will recommend that the Board vote to support this aspect of the bill and to authorize staff to provide input, testimony and guidance during the legislative process to 1) allow for an earlier prohibition of small off-road engines, and 2) to encourage cash incentives for purchasing electric-powered equipment, in lieu of, or in addition to, the proposed tax incentives.

Ozone Modeling

Initial ozone modeling results for 2016 and 2026 are in, and all indications are that the region should comfortably attain the 2008 ozone standard of 75 parts per billion. This good news is the result of the ongoing emission reduction measures previously adopted and now being implemented. This agrees with just-released modeling from the EPA that reaches similar

conclusions. RAQC staff will present these results, entertain Board questions, and discuss next steps in the 75 ppb SIP development process at the March Board meeting.

This same modeling tells a different story for the 2015 ozone standard of 70 parts per billion, where attainment is not demonstrated in 2026. Though not too far off the mark in 2026, attainment of this standard is required by 2024 under the EPA's forthcoming classification of the region as a "moderate" nonattainment area for the 70 ppb standard. All of this points toward the important work of continuing to develop strategies that further reduce future ozone-forming emissions. RAQC staff will discuss this modeling and the next steps in the 70 ppb SIP development process at the March Board meeting.

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: March 3, 2022

Re: NFRMPO Air Quality Program Updates

Background

2015 Ozone Boundary Update

Weld County's motion for a judicial stay on the redesignation of northern Weld County as nonattainment for the 2015 ozone standard is fully briefed with the D.C. Circuit Court of Appeals. The EPA filed a motion to dismiss Weld County's petition on January 21, 2022. As of March 1, 2022, the D.C. Circuit's Motions Panel has not yet provided decisions on either the motion to stay or the motion to dismiss.

GHG Transportation Budgets

NFRMPO staff continue to participate in the State Interagency Consultation Team (IACT) and two technical working groups convened by CDOT to support the development of procedures and/or guidelines for implementing the GHG Pollution Standard.

Enterprise Fee Rulemakings

SB21-260 established four new state enterprises and authorized them to impose fees on retail deliveries, passenger ride services from Transportation Network Companies (TNCs), or both. These enterprises, including the Nonattainment Area Air Pollution Mitigation Enterprise, for which the NFRMPO has a representative, are initiating the rulemaking processes to establish the fees authorized by statute. For more information on these fee rulemakings, see the links below.

Enterprise	Agency	Fee Rulemaking Hearing	Link for More Information
Clean Fleet Enterprise	CDPHE	Occurred on 2/24/2022 at 11:30 am	https://cdphe.colorado.gov/clean-fleet-enterprise
Community Access Enterprise	CEO	3/10/2022 at 10:00 am	https://energyoffice.colorado.gov/community-access-enterprise
Clean Transit Enterprise	CDOT	4/4/2022 at 1:00 pm	https://www.codot.gov/business/rules/proposed-rules5
Nonattainment Area Air Pollution Enterprise	CDOT	4/4/2022 at 2:00 pm	https://www.codot.gov/business/rules/proposed-rules5

Action

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

NFRMPO 2022 Legislative Update

March 2022

Updated March 2, 2022

HB22-1026	Alternative Transportation Options Tax Credit
Summary	<ul style="list-style-type: none"> Replaces an existing income tax deduction for expenses incurred by employers when providing alternative transportation options to employees with a refundable income tax credit of 50% of such expenses for such employers. The bill will decrease state revenue through FY 2032-33 and increase state expenditures on an ongoing basis beginning in FY 2022-23. Alternative transportation includes free or partially subsidized mass transit, and free or partially subsidized ridesharing arrangements. Qualifying expenses as part of a ridesharing arrangement include providing vehicles for ridesharing arrangements, cash incentives to employees to participate in ridesharing arrangements, and administrative costs borne by the employer associated with those ridesharing arrangements. The tax credit is available to both corporate and non-corporate employers. Credit is allowed for income tax years beginning on or after January 1, 2023, but before January 1, 2033.
Last Action	02/03/2022: House Committee on Finance Refer Amended to Appropriations 01/12/2022: Introduced In House - Assigned to Finance
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/hb22-1026
Analysis and MPO or Local Programs Impacted	<p>The Alternative Transportation Options Tax Credit would incentivize more employers to provide transportation and commuting options for their employees by reducing taxes paid. This may be an incentive to provide more TDM strategies at such employers/work sites.</p> <p>MPO initiatives impacted by this potential tax credit include:</p> <ul style="list-style-type: none"> TDM: Incentive for TDM by promoting the use of alternative transportation (transit and ridesharing) Air Quality: Possible improvement in air quality if more employers/employees take advantage

HB22-1138

Reduce Employee Single-occupancy Vehicle Trips

<p>Summary</p>	<ul style="list-style-type: none"> Creates a 50% tax credit of the amount spent by employers to provide alternative transportation options to its employees for any employer that creates a clean commuting plan to implement strategies to increase the use of alternative transportation options and reduce VMT with a focus on employees making under \$40,000/year; conducts an employer commuter survey to determine how its employees commute to and from their work; and offers 2 or more alternative transportation options to some or all its employees. Requires CDOT, CEO, and MPOs to create an annual commuter survey for employers to use to determine how their employees commute to and from their work site. The director and the Colorado energy office are required to determine the content of the commuter survey and the form and manner in which the commuter survey will be completed and returned to CDOT. Requires employers with 100 or more employees to annually conduct a commuter survey of its employees and submit the completed commuter surveys to CDOT by April 30 of the year in which the survey was conducted; offer its employees qualified transportation fringe benefits allowed pursuant to federal law; offer its employees commuter choice information in electronic or hard copy format and update the information every 6 months; and offer a cash allowance in lieu of a parking space under certain circumstances. Allocates \$250,000 annually between FY2023-24 and FY2029-30 in Transportation Commission MMOF funds to TMOs/TMAs to assist in creating clean commuting plans and complying with requirements of the bill.
<p>Last Action</p>	<p>02/04/2022: Introduced In House - Assigned to Finance 02/24/2022: Finance Committee meeting</p>
<p>Upcoming Action:</p>	<p>POSTPONED INDEFINITELY</p>
<p>Web link:</p>	<p>https://leg.colorado.gov/bills/hb22-1138</p>
<p>Analysis and MPO or Local Programs Impacted</p>	<p>The bill would require an equivalent of the Employer Traffic Reduction Programs discussed by CDOT, CEO, and CDPHE in 2021, dubbing the programs as Clean Commuting Plans. While making these efforts mandatory for large employers, the State would provide funding for TMOs to implement the requirements and reduce the burden on businesses.</p> <p>Concerns:</p> <ul style="list-style-type: none"> The NFRMPO region/Northern Colorado does not currently have a TMO to receive the funding proposed. Funding could be used to entice the creation of TMOs in the NFRMPO/Northern Colorado region. MPOs are mentioned as coordinating partners, but CDOT/CEO's roles are specifically spelled out. MPOs should be involved in developing the surveys as well. <p>MPO initiatives impacted by this potential tax credit include:</p> <ul style="list-style-type: none"> TDM: ETRP requirements, funding for TMOs, Clean Commuting Plans Air Quality/Modeling: Goal is related to VMT-reduction

Summaries of Additional Legislation to Watch

<u>HB22-1004: Driver License Fee Reduction</u>	<ul style="list-style-type: none"> The bill requires the state treasurer to transfer \$3,900,000 from the general fund to the licensing services cash fund. This transfer allows the department to maintain the current driver license fee while supporting the solvency of the cash fund.
<u>HB22-1028: Statewide Regulation of Controlled Intersections</u>	<ul style="list-style-type: none"> The bill amends State statute to make the substantive requirements described uniform statewide for most persons approaching a controlled intersection who are not operating a motor vehicle. <ul style="list-style-type: none"> When approaching a stop sign, if it is safe to proceed, the person may, after slowing to a reasonable speed of 15 miles per hour or less, or 10 or 20 miles per hour or less if so specified by municipality or county for a particular intersection and marked with appropriate signage, and yielding the right-of-way to any traffic or pedestrian in or approaching the intersection, continue through the intersection without stopping; and When approaching an illuminated red traffic control signal, the person must first stop at the intersection and yield to all other traffic and pedestrians and then, when safe to do so, may proceed straight or make a right turn through the intersection or, subject to specified conditions, make a left turn onto a one-way street only. UPDATE: <ul style="list-style-type: none"> 02/25/2022: Introduced In Senate - Assigned to Transportation & Energy 02/22/2022: House Third Reading Passed - No Amendments
<u>HB22-1035 Modernization Of The Older Coloradans' Act</u>	<ul style="list-style-type: none"> Reorganizes the Commission on Aging to coordinate and implement the Strategic Action Plan on Aging (SAPGA); appoints a Department of Human Services liaison to act as the primary contact for the Commission to coordinate commission-related duties; convenes a technical advisory committee comprised of key state agency representatives to direct the implementation of the plan and the commission's recommendations; and creates the Lifelong Colorado initiative within the State Office on Aging to coordinate strategies and implementation of the plan and the commission's recommendations with the commission, committee, and key state agencies. UPDATE: <ul style="list-style-type: none"> 02/28/2022: Senate Committee on Health & Human Services Refer Amended - Consent Calendar to Senate Committee of the Whole
<u>HB22-1080: Automated Vehicle Identification Systems Ballot Question</u>	<p>POSTPONED INDEFINITELY</p> <ul style="list-style-type: none"> If the state or a local government that is not already using automated vehicle identification systems (systems) wishes to begin using such systems, it must submit the matter to the voters of the state or the local government, as applicable, as a ballot question at a general election. On and after November 9, 2022, the state or a local government that generates revenue through the use of systems shall use the revenue for traffic safety or transportation-related projects. A driver against whom a penalty is assessed as a result of the use of a system may satisfy the penalty by paying the full amount of it to any of certain nonprofit agencies and providing proof of such payment to the entity that imposed the penalty.

<u>HB22-1089 Rideshares And Uninsured Motorist Insurance Coverage</u>	<ul style="list-style-type: none"> • Requires a transportation network company or its drivers to also secure insurance protection for drivers and for their riders against damages caused by uninsured motorists. • Reduces ability of the named insured to reject the coverage. • UPDATE: <ul style="list-style-type: none"> ○ 02/24/2022: Introduced In Senate - Assigned to Transportation & Energy
<u>HR22-1002: Study State And Interstate Highway Vehicle Weight</u>	<ul style="list-style-type: none"> • Requests Congress allow CDOT to conduct an analysis of increasing the gross vehicle weight limit for the Interstate Highway System in Colorado to harmonize it with other state highways where 85,000 pounds is the maximum weight. • Requests permission to increase the gross vehicle weight limit to 85,000 pounds for vehicles traveling on the Interstate Highway System in Colorado if completed study determines it to make sense. • UPDATE: <ul style="list-style-type: none"> ○ 02/25/2022: Senate Third Reading Passed - No Amendments
<u>SB22-016: Modifying Department Of Transportation Governance</u>	<p>POSTPONED INDEFINITELY</p> <ul style="list-style-type: none"> • Ballot initiative to replace the current membership of the commission with 9 members elected at the November 2024 general election, one from each congressional district of the state and one from the state at large. • On and after February 1, 2025, the commission would select the Executive Director of CDOT and specifies that the executive director serves at the pleasure of the commission.
<u>SB22-048: CDOT Colorado Department Of Transportation Dispute Review Board Process</u>	<p>POSTPONED INDEFINITELY</p> <ul style="list-style-type: none"> • Requires CDOT to contract with a private sector expert to review the dispute review board stage of the process used to resolve contractual disputes between CDOT and contractors and complete a report making recommendations for best practices and improvements to CDOT by December 15, 2022.



Weld County Mobility Committee (WCMC)—MINUTES
February 22, 2022
1:35 p.m. – 3:04 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Abdul Barzak, Town of Severance
- Celeste Ewert, Envision
- Janet Bedingfield, 60+ Ride
- Robyn Upton, Greeley Citizens Bus Improvement Committee
- Dan Betts, Rep. Ken Buck's Office
- Moira Moon, CDOT DTR
- Jan Rowe, CDOT R4
- Chris Montoya, Adeo
- Kathi Sargent, Arc of Weld County
- Margie Martinez, Weld County United Way
- Leiton Powell, GET
- Nichole Seward, Weld County AAA
- Leticia Arguello, The Arc of Weld County
- Natalie Shishido, CDOT R4

NFRMPO staff: Cory Schmitt, Hanna Johnson

2. Review of Agenda

3. Public Comment (2 minutes each)

Teets requested information on the Via Service in Frederick and Firestone, as well as the Via Pilot in southwestern Weld County. Schmitt noted that the Firestone and Frederick was independent of the Pilot and will continue; he also noted that the Via Pilot in southwestern Weld County is set to end in February, and partners are working to find funding to continue Via service in southwestern Weld County. NFRMPO staff will likely have more information to share about the SW Weld Via service at the next meeting. Teets also requested that at the October 2022 Joint Mobility Meeting, NFRMPO Staff invite Boulder County MAC representatives.

4. Approval of December 2021 Meeting Minutes

Teets motioned to approve the December 2021 minutes. Martinez seconded the motion, and it was approved unanimously.

RIDENOCO UPDATES

Schmitt gave an update about RideNoCo, including the following updates:

- 1) Phase I: Website and Call Center launch – Complete in 9/2021. Roughly 750 visitors to the website in 2021
- 2) Phase II: Trip Discovery Tool – delivery in 2022. This will allow people to find and plan trips on the RideNoCo website and will utilize GTFS-Flex Technology to allow volunteer providers to be shown in addition to public transit agencies. IBI Group was selected to complete this project.



- 3) Phase III: Trip Dispatching– delivery in 2023. This will empower providers and riders to find, book, and pay for a ride in one place. The Trip Scheduling Steering Committee will guide this phase with a consultant being brought onboard to facilitate this Committee.
- 4) Trip Scheduling Steering Committee:
 - a. Includes: 60+ Ride, SAINT, RAFT, Via, GET, BATS, Foothills Gateway, Arc of Weld County, Red Feather Lakes, CO Div. of Vocational Rehabilitation, LCOA, Weld County AAA

ACTION ITEM

- 1) **Co-Chair Elections** – Teets nominated Ewert to co-chair. Ewert nominated Bedingfield to the other co-chair. Barzak noted that the current chairs, Ewert and Bedingfield, have both served the committee well. **Ewert and Bedingfield were unanimously re-elected into the co-chair roles.**

WORK SESSION

- 1) **2022 Work Plan** – All attendees were split into small groups (four virtual groups and one in-person group) to discuss the 2022 WCMC Work Plan. Each group focused on a strategy area from the [2021 Coordinated Plan](#) and made notes for their small group discussion in a [Google Document](#). NFRMPO staff and WCMC will further refine and prioritize activities for the Work Plan at future meetings. Discussion specifics can be found in the google document referenced.

GREELEY EVANS TRANSIT NEWS AND UPDATES

None shared.

Final Public Comment (2 minutes each)

Teets shared that the Weld Advocacy Network on Disabilities are currently working on addressing issues related to housing and homelessness. Additionally, Teets and Upton are collecting surveys around Greeley regarding a potential route to the UC Health hospital.

Next Month's Agenda Topic Suggestions

None.

Adjourn:

Teets motioned to adjourn the meeting at 3:04 pm. Ewert seconded

Upcoming Meetings:

- a. **Joint Meeting:** March 17th, 2022 hybrid meeting at the Windsor Rec Center/Microsoft Teams
- b. **WCMC Meeting:** April 26th, 2022 hybrid meeting at Weld County United Way Office/Microsoft Teams



GHG Pollution Standard for Transportation Planning

March 3, 2022



Agenda

- Progress since rule adoption
- Approach on Mitigations
 - Policy Directive Outline
 - Policy Directive Timeline
 - Procedural Directive
- Feedback



Current Status

- Rule adopted December 2021
 - CDOT, DRCOG and NFRMPO must have updated plans in place - before Oct 2022
- Formed State Interagency Consultation Team
- Established working groups (Modeling, GHG Mitigations)
- Workshop GHG Mitigation Policy - March TC
- TC Adopt Mitigation Policy - April
- Procedural Directive to follow
- CDOT submits GHG Report to TC prior to adoption of 10 year plan



Approach on Mitigations

Two important components:

- **Policy Directive**
 - Approved by Transportation Commission
 - Overarching framework
 - Explains intent of mitigations and process for scoring
 - Defines regionally significant for CDOT
- **Procedural Directive**
 - Approved by Executive Director
 - Lists actual GHG Mitigation Measures
 - Scoring matrix



DRAFT Framework for GHG Policy Directive

Balance ensuring appropriate analytical rigor around the expected GHG reductions of mitigation measures with the need to encourage new ideas and adapt to new modeling and/or measurement methodologies.

Four main sections:

1. Process for Establishing GHG Mitigation Measures

- CDOT shall develop and maintain a master list of measures, which will be approved by the Interagency Coordination Team.
- Measures will be listed in accompanying procedural directive.

2. Proposing New GHG Mitigation Measures

- Ability to nominate new GHG Mitigation Measures will be open to all MPOs, local governments, community and advocacy groups, and members of the public.
- All new mitigations evaluated against common criteria with IACT ultimately approving those that can be quantified based on available information.



DRAFT Framework for GHG Policy Directive

Continued

3. Broadly describes scoring approach for GHG Mitigation Measures

- Measures will receive a “score” representing their GHG reduction effectiveness.
- Scores themselves will be included in procedural directive.

4. Developing a Mitigation Action Plan & Status Report

- Lists required elements of each.



Preliminary Approach DRAFT Procedural Directive

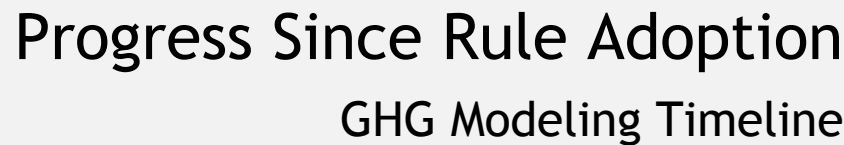
- Procedural Directive
 - List actual GHG Mitigation Measures (approved by IACT)
 - Provide a score for each Mitigation Measure
 - Allows for a way to incentivize placing measures in disproportionately impacted communities
 - Helps address the fact that estimating precise reduction amounts is difficult
 - Articulates how long each type of measure can be claimed for future compliance years
 - Appendix with the “math” used to establish the score

DRAFT



Initial Feedback

- Having a large enough set of approved Mitigation Measures to enable CDOT and MPOs to meet the standard
 - Procedural Directive may include nearly 40 mitigation measures
- Allow for new ideas while simultaneously quantifying and proving results
 - Framework for how MPOs can propose and develop alternative off model GHG calculations
- Input from UFR/NFR....

[illegible]

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: March 3, 2022

Re: MMOF Call for Projects - Updated

Background

In June 2021 the Colorado State Legislature passed Senate Bill (SB)21-260 – Sustainability of the Transportation System. The passage of SB2021-260 made several changes to the State MMOF funding program. Additionally, Transportation Commission made updates to the distribution and match reduction formulas. Updates for the current round of MMOF funding include:

- Updating the Program name to Multimodal Transportation and Mitigations Options Fund;
- Expanding the purpose of the program by adding additional program goals;
- Expanding project eligibility to include projects which will mitigate transportation related emissions of Greenhouse Gases (GHG); and
- Updating the distribution and match reduction formulas.

The NFRMPO has a total of \$15,457,986 in Federal (FY2022) and State (FY2023) MMOF funding to award. The FY2022 Federal funding must be obligated by December 31, 2024 and expended by December 31, 2026. Therefore, the NFRMPO will be prioritizing shovel-ready projects for the \$7,746,791 Federal MMOF funds.

TAC discussed the changes to the MMOF program and the draft Guidelines at their meeting on February 16, 2022. The guidelines identify eligible applicants and project types, minimum MMOF requests and project sizes, maximum requests, and scoring criteria. TAC agreed on the 2022 MMOF Call for Projects Schedule attached in **Table 2**.

There are four items that MPO staff would like to request off the top of the available funds totaling \$600,000 of MMOF. The requests are detailed in **Table 3**. These requests were presented to the NFRMPO Finance Committee on February 17, 2022. Finance Committee supported the NFRMPO's requests.

Update

In October 2021, Planning Council approved holding \$5M FY2025 CMAQ funds out of the 2021 Call for Projects to be put towards the North I-25 project if further funding was not identified to fund the project. CDOT has since identified an immediate need for the \$5M to fund I-25 Segment 6. CDOT R4 is requesting swapping the \$5M FY2025 CMAQ funds for FY2022 Federal MMOF funds. The CMAQ funding which was held from the 2021 Call for Projects will then be available for allocation, first to the waitlisted projects identified



in the Call with the remaining funds to be allocated during a supplemental Call for Projects. **Table 1** identifies the available funding with the proposed set-asides.

Action

Staff requests Planning Council have a preliminary discussion on the 2022 MMOF Call for Projects, including the Schedule and NFRMPO proposed set asides.

Table 1. Available MMOF Funds

	Federal (FY2022)	State (FY2023)	Total
NFRMPO MMOF Allocation	\$7,746,791	\$7,711,195	\$15,457,986
Set Asides			
I-25 Segment 6	\$5,000,000	\$0	\$5,000,000
NFRMPO			\$600,000
<i>Location Based Services</i>	<i>\$0</i>	<i>\$100,000</i>	
<i>TMO Startup Funds</i>	<i>\$0</i>	<i>\$75,000</i>	
<i>RideNoCo Sustainable Funding</i>	<i>\$0</i>	<i>\$300,000</i>	
<i>Link NoCo</i>	<i>\$0</i>	<i>\$125,000</i>	
Available for Allocation	\$2,746,791	\$7,111,195	\$9,857,986



Table 2. 2022 MMOF Call for Projects Schedule

Activity	Date
TAC Discussion on MMOF Availability	February 16
Planning Council Discussion on MMOF Availability	March 3
TAC Discussion on MMOF Call Process	March 16
Planning Council Discussion on MMOF Call Process	April 7
TAC Recommendation on MMOF Call Process	April 20
Planning Council Action on MMOF Call Process	May 5
Call for Projects Opens	May 6
Project Descriptions Due to CDOT & NFRMPO	May 18
CDOT & NFRMPO provide responses to applicants	May 25
Applications Due to NFRMPO (4 weeks open)	June 3
Scoring Meeting	June 14 or 15
TAC Discussion of Recommended Projects – Staff Presentation	June 15
Council Discussion of Recommended Projects – Applicant Presentations	July 7
TAC Recommendation on MMOF Awards	July 20
Council Action on MMOF Awards	August 4



Table 3. Off the Top Allocations of MMOF Funds

Project Description	Local Match	MMOF Request	Project Total
<p>Location based services (LBS) data is increasingly being used to inform travel models as a supplement to household travel surveys. LBS provides travel pattern data for large sample sizes and is our consultant's recommended approach to updating the external-external / external-internal origin-destination data. LBS would also be used to improve our model's representation of work-from-home and improve trip generation estimates, which would help with modeling GHG reduction strategies.</p>	<p>Match with State funds as this is part of a larger state data request</p>	<p>\$100,000</p>	<p>\$200,000</p>
<p>TMO startup funds. The practice of establishing Transportation Management Organizations (TMO) is often aided by funding to establish the organization and provide operational support for about 2 years. After that time, the organization would demonstrate self-reliance and could then apply for funding (CMAQ, MMOF) through the NFRMPO in support of their program.</p>	<p>Match of 25% from Fort Collins Exchange and 25% TMO – across 2 years</p>	<p>\$75,000</p>	<p>\$150,000</p>



Ride NoCo sustainable funding. The NFRMPO provided startup funds for the One Call/One Click Center, since branded as Ride NoCo, in early 2020. This funding expires on May 1, 2023, when all expenses must be submitted for reimbursement. A budget analysis has been conducted to look at the need of the program through the end of 2024 in conjunction with the upcoming call for projects. Projected needs are a bit soft as the program has only been operational for about 1 year. MPO staff is requesting funding to cover the remainder of 2023 and all of 2024.	Match is 50% from the Fort Collins exchange funds for a total amount of \$600,000.	\$300,000	\$600,000
Link NoCo. The Link NoCo plan will be wrapping up around October 2022. This is a placeholder amount to forward at least one of the top corridors for further investment in engineering and design.	Match is 50% from the Fort Collins exchange funds for a total amount of \$250,000.	\$125,000	\$250,000
	Total	\$600,000	\$1,200,000

RESOLUTION NO. 2022-06
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2021 CALL FOR PROJECTS

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

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

WHEREAS, transportation projects programmed in the current TIP for FY2022-2025 and FY2023-2026 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

WHEREAS, in October 2018 with *Resolution 2018-22*, Planning Council agreed to create a set-aside of \$25,000 STBG funds per year for four years from FY2022 through FY2025 for ozone modeling of the North Front Range region by the Regional Air Quality Council (RAQC); and

WHEREAS, transportation projects selected in the 2021 Call for Projects were submitted to the NFRMPO and were scored on December 15, 2021 and January 5, 2022; and

WHEREAS, 12 projects have been recommended for funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Group (STBG) and Transportation Alternatives (TA) program, including:

- Greeley – *35th Avenue Adaptive Signal Control Technology* - \$605K CMAQ
- Fort Collins – *Mulberry Street Traffic Signal Synchronization* - \$440K CMAQ
- Loveland – *US 287 Signal Coordination Improvements* - \$621K CMAQ
- Fort Collins – *On-Route Battery Electric Bus Chargers* - \$1,599K CMAQ
- Loveland – *COLT Bus Replacement/Expansion* - \$1,775K CMAQ
- Fort Collins – *College & Trilby Intersection Improvements* - \$3,616K STBG
- Windsor – *Eastman Park Ultimate Intersection & RR Crossing Improvements* - \$1,705K STBG
- Weld County - *WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout* - \$1,419K STBG
- Loveland - *US 34 EB Widening Construction* - \$1,647K STBG
- Evans - *37th Street Widening Phase 3* - \$1,543K STBG
- Windsor - *Poudre Trail Wayfinding* - I25 to Island Grove Park - \$85K TA
- Loveland – *Willow Bend Trail* - \$518,360K TA

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

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of March 2022.

Resolution No. 2022-06

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director