

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
March 3, 2022

<p><u>In-Person Attendance Option</u> Larimer County Offices Building 1st Floor Hearing Room 200 W. Oak Street Fort Collins, CO 80521</p>	<p><u>Virtual Attendance Option</u> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: https://bit.ly/2022NFRPC</p>
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – February 3, 2022 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|--|------|
| 3) Air Pollution Control Division (APCD) (Handout) | Dena Wojtach – Manager, Planning & Policy Program | 6:05 |
| 4) Regional Air Quality Council (RAQC) (Handout) | (Written) | |
| 5) NFRMPO Air Quality Program Updates (Handout) | Medora Bornhoft –Transportation & Air Quality
Planner III | 6:20 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
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| 6) Report of the Chair | Will Karspeck - Council Chair, Town of Berthoud | 6:25 |
| 7) Executive Director Report | Suzette Mallette - Executive Director | 6:30 |
| • Legislative Update (Page 12) | | |
| 8) TAC (Page 16) | (Written) | |
| 9) Mobility (Handout) | (Written) | |
| 10) Finance (Page 17) | (Written) | |
| 11) Community Advisory Committee (CAC) (Page 20) | (Written) | |

PRESENTATION:

- | | | |
|---------------------------------------|--|------|
| 12) GHG Mitigation Measures (Handout) | Rebecca White – CDOT DTD Division Director | 6:35 |
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ACTION ITEM:

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| 13) 2021 Call for Projects Resolution 2022-06 (Page 21) | AnnaRose Cunningham - Transportation Planner II | 7:15 |
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DISCUSSION ITEMS:

- | | | |
|--|---------------------|------|
| 14) FY2022 CMAQ and TA Funding Allocations (Page 29) | AnnaRose Cunningham | 7:35 |
| 15) MMOF Call for Projects Criteria (Page 32) | AnnaRose Cunningham | 7:45 |



COUNCIL REPORTS:

8:15

Transportation Commission

Kathleen Bracke - Transportation Commissioner

CDOT R4 Update

Heather Paddock - CDOT R4 Transportation Director

STAC Report *(Page 36)*

(Written)

I-25 Coalition

Scott James — Council Vice Chair, Weld County
Commissioner

Nonattainment Enterprise

Kristen Stephens — Commissioner, Larimer County

Host Council Member Report

Kristen Stephens

8:25

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

8:30



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

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

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

Jon Mallo, Councilmember

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- TBD

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	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
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	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
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	Highway Users Tax Fund (the State's primary funding source for highways)
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	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	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**

**February 3, 2022
Hybrid Meeting**

Voting Members Present:

Will Karspeck – Chair	-Berthoud
Jeni Arndt	-Fort Collins
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Lanie Isbell	-Eaton
Lisa Laake	-Timnath
Scott James – Vice Chair	-Weld County
Jon Mallo	-Loveland
Troy Mellon	-Johnstown
Johnny Olsen	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Troy Mellon	-Johnstown
Elizabeth Austin	-Milliken
Dena Wojtach	-CDPHE-APCD

MPO Staff:

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

In Attendance:

Aaron Fodge, Abdul Barzak, Allison Baxter, Brad Buckman, Candice Folkers, Charla Glendening, Dan Betts, Dana Hornkohl, Dean Klingner, Elizabeth Relford, Eric Tracy, Evan Pinkham, Heather Paddock, Jan Rowe, Jim Eussen, Josie Hadley, Katlyn Kelly, Kelly Zuniga, Mark Peterson, Myron Hora, Natalie Shishido, Paul Trombino, Robin Stoneman, Wade Willis, Will Jones, Dave Klockeman, Mark Oberschmidt, Omar Herrera, Scott Charpentier, Randy Ready

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

Public Comment:

Chair Karspeck read public comment submitted via email.

Move to Approve Agenda and Minutes

Rennemeyer **moved** to *APPROVE THE FEBRUARY 3, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE JANUARY 6, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft stated the court ruling of the Weld County requested Stay, on the 2015 Ozone Boundary, is expected to occur in March 2022. Bornhoft provided updates on the two working groups MPO staff is participating in for the GHG Planning Standards. Bornhoft stated a small number of GHG mitigation measures are anticipated to be approved in April rather than a more robust list that may limit the ability to show compliance. The NFRMPO is working with DRCOG, APCD, and CDOT on the appropriateness of doing some MOVES modeling in house as opposed to having it only completed by APCD.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Karspeck reviewed the discussions held at the CDOT Region 4 TPR Chair meeting including discussion of the 10-Year List of Projects, the Regional Priority Program (RPP) formula, and funding for I-25.

Executive Director Report

Mallette updated Council on the NFRMPO conflict of interest form and introduced the NFRMPO's new transportation planner, Jerome Rouser, who started at the NFRMPO in January and will be working remote until May. Mallette provided updates on the Link NoCo premium transit analysis including the top three corridors the analysis will focus on: US34 between Greeley and Loveland, Great Western between Greeley and Fort Collins, and Windsor to Loveland. Mallette encouraged Council members to join the policy committee if their community is connected to any of the three corridors. James asked for clarification on how the Great Western corridor was selected as opposed to another East/West alternative. Gordon clarified the corridors were chosen based on the consultant's analysis and public outreach. Bracke asked about other corridors including US 287. Gordon stated the analysis is focusing on corridors that currently do not have transit service.

TAC

A written report was provided.

Mobility

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

CONSENT AGENDA:

No items this month.

ACTION ITEMS:

Transfort FY2022 Program of Projects (POP) – Katlyn Kelly, City of Fort Collins – presented the FY2021 Program of Projects for the Fort Collins Transportation Management Area (TMA). Fort Collins is the designated recipient for Federal Transit Administration (FTA) funds in the TMA, which also includes BATS, COLT, and the NFRMPO. Kelly briefly reviewed the three updated FTA Sections 5307, 5310, and 5339 apportionments for the region. No negative comments were received during any of the opportunities for public comment.

James asked for clarification on the Capital Costs of Contracting item. Kelly explained it is the paratransit service Transfort provides which is contracted out.

Rennemeyer **moved** to approve the RESOLUTION NO. 2022-03 *REVISING FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY22*. The motion was **seconded** by Isbel and **passed** unanimously.

January 2022 TIP Amendment – Cunningham described the TIP Amendment which includes the addition of one new project. TAC recommended Planning Council approval of the TIP Amendment.

James **moved** to approve RESOLUTION NO. 2022-04 *APPROVING THE JANUARY 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Rennemeyer and **passed** unanimously.

2018-2022 NFRMPO Targets for Safety Performance Measures – Cunningham reviewed the targets for safety performance which were set by CDOT in August 2021 for the five-year performance period. Cunningham reviewed Council's questions asked during the January meeting including how the federally required safety targets integrate with the NFRMPO's Safety Policy adopted in 2020, the 10-year list of projects, and CDOT's safety and project planning efforts. Olson asked for details on how the scoring criteria in the Call for Projects align with CDOT's scoring criteria for safety programs. Cunningham replied she is not familiar with CDOT's scoring criteria but outlined the changes which were made during the 2021 Call. Project sponsors were asked to give crash data and points were available within the STBG program based on if the project addressed the most prevalent crash types at the project location and included proven countermeasures. James asked for clarification on what constitutes a proven countermeasure. Cunningham stated it is based on the FHWA Proven Safety Countermeasures, details of which are included in the 2021 Call for Projects Guidebook.

Rennemeyer **moved** to approve RESOLUTION NO. 2022-02 *TO SET TARGETS BY SUPPORTING THE 2018-2022 TARGETS ESTABLISHED BY CDOT FOR THE SAFETY PERFORMANCE MEASURES*. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEM:

NFRMPO TDM Scope of Work – Gordon reviewed what Transportation Demand Management (TDM) and Transportation Management Organizations (TMOs) are and why NFRMPO Staff is pursuing work on TDM. Gordon presented a scope of work for a Northern Colorado TDM Work Group including the goals and the vision for a TDM program in the region. Olson asked if developing a TDM program could be used as a mitigation strategy to help the NFRMPO achieve compliance with the GHG Planning rule. Gordon stated that is still to be determined. Olson asked if NFRMPO dollars could be used to establish this program. Mallette stated that would be a Council decision and Gordon stated the idea is not unprecedented and is similar to what is currently being done by DRCOG in the Denver region. Isbell emphasized the importance of ensuring the smaller communities get a voice in the development of such program. Stephens stated the initiative is important with the possibility a program being mandatory in the future.

2021 Call for Projects – Cunningham gave an overview of the applications submitted by local agencies for the 2021 Call for Projects for STBG, CMAQ, and TA funding programs and the sets of analysis on projects provided to Council. Bornhoft reviewed the Preliminary GHG Emissions Reduction analysis. Olson asked when we would have the GHG emissions reductions tools and whether the estimated reductions from this Call for Projects would change based on the tools approved by CDOT. Bornhoft stated some tools should be available in April and May. James asked about the timeline for the public process on the mitigation measures. Bornhoft replied she is not aware of a timeline. Bracke stated she will take the questions and concerns from Council to the TC. Olson stated a comparison of the tools used by the NFRMPO and the tools approved by CDOT should be presented once the information is available. Cunningham gave a brief overview of the Locational Equity and Performance Measure Analysis.

Sponsors of all projects recommended for funding or waitlisted by the Scoring Committees presented on their projects. Councilmembers asked questions about the following projects:

- City of Fort Collins- On-Route Bus Chargers – How long does it take to charge the electric buses and what are Transfort's current ridership numbers. Kelly stated Transfort will follow up with answers to those questions.
- City of Loveland – US34 EB Widening Construction – Why were CMAQ emissions performance measures not recorded in the Performance Measure analysis. Cunningham stated the information included in the analysis was based on the project application. Klockeman stated TAC and the Scoring Committee discussed how some of the information can be standardized in future Calls.
- Town of Windsor – Eastman Park Ultimate Intersection & RR Crossing Improvement – Are there developer contributions included in the funding, specifically from Future Legends. Herrera stated

there are some contributions from adjacent developers, but he is not aware of contributions from Future Legends.

- City of Greeley – 9th and 10th Street Mobility Enhancements – Has the project been presented to City Council, have the safety measures been reviewed against crash data on the corridor, what is the GET ridership along the corridor, and if the City coordinated with CDOT on the project and whether the project will require devolution of the State Highway. Baxter stated the countermeasures identified address the crash types observed along the corridor and GET Route 1 is one of the highest performing routes in the City. The City of Greeley will continue to coordinate with CDOT on the devolution of the corridor, but the project is not contingent on devolution. The project information has been provided to City Council that has indicated support and expressed the need for intentional public engagement and was identified in the development of the Greeley on the Go Transportation Master Plan. Olson stated the Greeley City Council will plan to discuss the project prior to Planning Council approval.
- Town of Severance – Great Western Trail – Clarification was requested on the funding of the project since the full Great Western Trail had already been funded. Barzak stated this project includes elements not included in the construction by the Great Western Trail Authority.

COUNCIL REPORTS:

Transportation Commission – Bracke outlined the discussions at the Region 4 TPR Chair meeting, stated she will take Council's questions and concerns about the GHG mitigation measures and tools to the TC, and emphasized the importance of transportation safety.

CDOT R4 Update – Paddock stated CDOT is working on prioritizing the next four years of projects and funding included in the 10-year list and planning totals for the region. Planning totals will be presented at STAC and TC and will continue to incorporate the ten percent funding off the top for transit projects. Construction along I-25 is ongoing, safety measures are being implemented including temporary variable speed limit signs. CDOT launched a media campaign to help provide situational awareness around snowplows.

I-25 Coalition/US34 Coalition – Vice Chair James reiterated safety concerns on the roadways including I-25, and the Coalitions are continuing to look into pursuing funding through new and existing funding sources.

Nonattainment Enterprise Zone: Stephens outlined the purpose of the Nonattainment Enterprise which is to mitigate transportation related emissions within the Denver Metro/North Front Range Ozone Nonattainment area. The intention of the enterprise is to fund projects through grant opportunities which reduce traffic and air pollution and will be funded through a fee on retail deliveries and rides. A rulemaking to set the fees will be open on February 24 and is anticipated to be adopted on April 14. James asked for details on the timeline for when the grant opportunities will be open and if the grants will be competitive emphasizing the need for geographic equity in the process. Stephens stated that specifics have not been determined yet. Mallette had asked Stephens to coordinate with Staff moving forward which was agreed.

Host Council Member Report – Rennemeyer updated Council on several transportation projects being worked on in the Town of Windsor, noted the Future Legends Sports Park is projected to open in July, and stated the Town broke a record for single family permits in 2021.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions
None.

The meeting was adjourned at 8:42 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

NFRMPO 2021 Legislative Update

March 2022

Updated February 22, 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	<p>02/03/2022: House Committee on Finance Refer Amended to Appropriations 01/12/2022: Introduced In House - Assigned to Finance</p>
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</p>
<p>Upcoming Action:</p>	<p>02/24/2022: Finance Committee meeting</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.
<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.
<u>HB22-1080: Automated Vehicle Identification Systems Ballot Question</u>	<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.

<u>HR22-1002:</u> <u>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.
<u>SB22-016:</u> <u>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:</u> <u>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.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
February 16, 2022**

APPROVAL OF THE JANUARY 19, 2022 TAC MINUTES

Oberschmidt moved to approve the January 19, 2022 TAC minutes. Relford seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Ferko reminded TAC of the RAQC’s Control Strategy Committees and stated elements of the new SIP are continuing to be presented at the RAQC Board Meetings. Bornhoft stated NFRMPO Staff are participating on the two working groups related to the GHG Planning Standards rule and Karasko is serving on the State Interagency Consultation Team. Bornhoft reminded TAC of the GHG Data request, which is due on Friday, February 18. The Nonattainment Area Enterprise board convened their first meeting on which Commissioner Stephens is serving. NFRMPO Staff will be coordinating with Stephens moving forward.

ACTION ITEMS

2021 Call for Projects – Cunningham noted the City of Greeley withdrew their application for the *9th and 10th Street Mobility Enhancements* project. The \$2.3M STBG funds originally recommended to fund the project will go to the next highest ranked projects which had been recommended for partial funding or waitlisted. With this change the City of Loveland *US34 EB Widening Construction* and City of Evans *37th St Widening Phase 3* projects will be fully funded. The recommendations for the CMAQ and TA programs remain the same. Klockeman moved to approve the 2021 Call for Projects. Buckman seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

FY2022 CMAQ and TA Funding Allocations – Cunningham stated the January 2022 Reconciliation from CDOT identified approximately \$361,360 in unprogrammed FY22 CMAQ funds. The City of Fort Collins *College and Trilby Road Intersection Improvements* project had an unfunded request of \$612,629 and has stated they can accept the additional funds and consider the project fully funded.

The January 2022 Reconciliation also identified a deficit of \$13,643 TA funding in FY23 following the FY20-21 Revenue Reconciliation from CDOT HQ. The NFRMPO’s STBG pool has unprogrammed funds totaling \$156,211 in FY23 and Staff is recommending utilizing the unprogrammed STBG funds to cover the deficit in the TA pool to ensure all projects awarded in FY23 receive funding. The group discussed the process for the remaining unprogrammed FY23 STBG funds, Cunningham stated it would be revisited after the start of FY23.

MMOF Call for Projects Criteria – Cunningham presented the changes to the Multimodal Transportation and Mitigations Options Fund (MMOF) program including the updated name, goals, and project types. The NFRMPO has approximately \$15.5M in Federal and State funds to award immediately. The group discussed the requirements on the Federal funding, match rates, project minimums and maximums, and the proposed scoring criteria. Two optional timelines were presented for the opening of the Call and TAC determined an extended timeline would be better, choosing the option of the Call opening in May with final Council approval in August. MMOF will be a discussion item at the Council and TAC meetings in March.

FINANCE COMMITTEE REPORT

- Finance Committee met on February 17, 2021.
- The December 2021 meeting minutes were approved.
- Mallette presented a request for off the top of MMOF funds as part of the upcoming call that has about \$15.5m for FY '22 and '23. These projects are in line with current Council priorities. The requested projects are:
 - Travel Demand Model Location Based Services Data-\$100,000
 - TMO startup funds-\$75,000
 - RideNoCo sustainable funding-\$300,000
 - Link NoCo-\$125,000

Total is \$600,000. Finance Committee supported this recommendation.

- Kimsey Informed the committee of a reallocation of expenses between the 5310 Urban grant and the 5310 Rural grant to make up for over expenditures caused by the delay in executing the 5310 Rural grant
- Kimsey informed the committee that MPH, LLP will once again be performing the audit that is just starting
- Kimsey Informed the Committee that the MPO has contracted with an accounting consultant Go Figure, for assistance since there is no longer an Accounting Clerk III

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

February 17, 2022

3:00 p.m.

Microsoft Teams

Members	Staff
Lanie Isbell	Suzette Mallette
Mark Clark	Merideth Kimsey
Paul Rennemeyer	Becky Karasko
Kristin Stephens	Cory Schmitt
	Barbara Bills

The meeting was called to order by Isbell at 3:01 p.m.

Approval of Minutes:

Stephens made the motion to approve the December 16, 2021, meeting minutes after the spelling of her name is corrected, and Clark seconded.

MMOF SB1 & SB260:

The MPO will be receiving \$15,457,986 in MMOF funds for FY 2022 and 2023. Mallette discussed four off the top funding projects that the MPO would like to fund:

- Travel Demand Model Land Based Services (LBS) Data-\$100,000
- TMO startup funds-\$75,000
- RideNoCo sustainable funding-\$300,000
- Link NoCo-\$125,000

The remaining \$14,875,986 would be reserved for a call for projects. Both Stephens and Isbell expressed their approval for the projects. There were no dissenting opinions. Mallette assured the Committee that there would be more discussion concerning these funds and projects in the upcoming months.

Johnstown I-25 Interchange:

Mallette added a discussion item, not on the agenda. There is a request from CDOT Region 4 Director, Heather Paddock, who would like to use \$5 million of the MMOF funds to complete the Johnstown I-25 interchange. The funds are needed in this next fiscal year and the 'off the top' CMAQ funds would not be available until 2025. The MMOF funds would replace the 2025 CMAQ funds and they would be available for distribution. CDOT would put the money towards the Berthoud Mobility Hub, \$4 million, and the Park & Ride at State Highway 60, \$1 million. Isbell and Stephens would like more details but thought it would be a potential solution to issues with the timing of available funding for all parties.

5310 Mobility Spending:

Kimsey explained how a contracting delay of the Rural 5310 grant, caused an over expenditure in the Urban 5310 grant by \$1,803.83. At the Mobility Manager's request and the Executive Director's approval, expenses were transferred from the Rural to the Urban grant to make up the deficit.

Audit Update:

Kimsey informed the Committee that the MPO has contracted for audit services with MHP again this year and it is currently underway.

Accounting Update:

The MPO has contracted with Go Figure, an accounting firm, to assist the Accounting Department on multiple levels. Mallette explained that we no longer have an Accounting Clerk and that we have had difficulty keeping accounting employees. It was determined that hiring a firm to help with financial tasks would be the best solution.

The meeting was adjourned at 3:30 p.m.

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

February 10, 2022

Attendees: Cliff Moore, Gary Strome, Doran Azari, Lacey Allor, Desiree Moore, Anna Kelso, Ruthie Rollins

Staff: AnnaRose Cunningham, Alex Gordon, Jerome Rouser

TIP & 10-Year Pipeline of Projects

Cunningham reviewed the Transportation Improvement Program (TIP). The TIP includes all regionally significant and federally funded surface transportation projects over a four-year timeframe. Projects funded through the Call for Projects must be approved by Planning Council and amended into the TIP. The FY2023-2026 TIP is under development with anticipated adoption in May 2022. Projects included in the TIP have MPO, State, or Federal funds identified or meet the 'regionally significant' project definition. Projects included in the TIP are incorporated into the Statewide Transportation Improvement Program (STIP).

The TIP must be fiscally constrained, conform to air quality standards, ensure no disproportionate impact to low income and minority populations, and show progress toward achieving federal, state, and regional performance measures. Cunningham reviewed the performance measures and environmental justice analyses undertaken as part of the TIP development. The group discussed creating an interactive map to help better understand projects in the TIP, similar to what has been developed for the STIP. The group also discussed better representing impacts on EJ areas.

Cunningham explained how projects are included in the Regional Transportation Plan (RTP). The RTP is a corridor-based plan, so the projects included in the plan are focused on regionally significant projects. There are corridor visions for 28 Regionally Significant Corridors, 12 Regional Transit Corridors, and 12 Regional Active Transportation Corridors. Priority corridors also inform the 10-Year Strategic List of Projects, specifically I-25, US34, US85, US287, SH14, and SH392. Cunningham highlighted US34 is included in the TIP, RTP, Call for Projects, and the 10-Year List of Projects.

MMOF Discussion

Cunningham reviewed the expanded MMOF funding source, for which the NFRMPO will hold a Call for Projects soon. Updates include the addition of a new goal related to greenhouse gas emissions reductions. Approximately \$15M will be available for the Call for Projects for Quantifiable GHG Reducing Projects and Non-Quantifiable GHG Reducing projects. Recommended scoring will be discussed with the NFRMPO Technical Advisory Committee (TAC) at their February 16, 2022, meeting. The group discussed how capacity expansion does not fit into the goals of MMOF and what types of bike and pedestrian projects do fit with the goals of MMOF.

The meeting adjourned at 7:12 p.m. The next meeting date will be March 10, 2022.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
March 3, 2022 Larimer County	2021 Call for Projects Recommendations	AnnaRose Cunningham
Objective/Request Action		
To approve the 2021 Call for Projects. The Call awards FY23, FY24, and FY25 funding from Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs and FY24 funding for the Congestion Mitigation and Air Quality (CMAQ) program.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> A total of 20 project applications were submitted: eight CMAQ, seven STBG, and five TA. The Call for Projects Scoring Committee met on January 5, 2022 to score CMAQ and STBG applications. The Scoring Committee recommendations include the following: <ul style="list-style-type: none"> CMAQ – Four fully funded, one partially funded, and three waitlisted. One project has been withdrawn by project sponsor. STBG – Four fully funded, one partially funded, and two waitlisted. The five TA applications were reviewed by the NoCo Bike & Ped Collaborative at their meeting on December 15, 2021. NoCo recommends fully funding one project, partially funding one project, and waitlisting three projects. Following the February 3, 2022 Planning Council meeting, the City of Greeley withdrew their <i>9th and 10th Street Mobility Enhancements</i> application from the STBG program. The next highest ranked partially funded and waitlisted projects will now be fully funded as reflected in the attached tables. 		
Committee Discussion		
<ul style="list-style-type: none"> Sponsors presented their projects to Planning Council at the February 3, 2022 meeting. Council discussed the funding recommendations and requested further information from Transfort, which will be provided prior to Council taking action. 		
Supporting Information		
<ul style="list-style-type: none"> The STBG and CMAQ Scoring Committee included voting representatives from the communities of Evans, Fort Collins, Greeley, Loveland, Windsor, Larimer and Weld counties and non-voting representatives from CDOT, FHWA, NoCo Bike & Ped, NFRMPO staff, and additional local agency representatives. The CMAQ and STBG projects were scored and ranked highest to lowest based on the scoring criteria and point system identified in the Guidebook by project sponsors and other local agency TAC representatives. The TA projects were scored and ranked based on the criteria identified in the Guidebook by NoCo Bike and Ped. A preliminary analysis of the greenhouse gas (GHG) impacts of projects recommended for funding is provided in an enclosed attachment. Staff conducted a location analysis of all submitted projects on whether the project is located within an environmental justice (EJ), communities of concern (COC), or disproportionately impacted community (DI) area. 		
Advantages		
<ul style="list-style-type: none"> The projects recommended by the Scoring Committee and NoCo Bike & Ped will provide the greatest benefit the region based on the scoring criteria. The projects were recommended using the scoring process identified in the Call for Projects Guidebook. 		

Disadvantages
<ul style="list-style-type: none"> • None.
Analysis/Recommendation
TAC recommends Planning Council approve the projects recommended for funding in the 2021 Call for Projects as presented in the attached tables.
Attachments
<ul style="list-style-type: none"> • Updated Call for Projects Recommendations Summary Tables • Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects • <i>Resolution 2022-06</i>

Updated Call for Projects Recommendations Summary Tables

Table 1. Congestion Mitigation & Air Quality (CMAQ)**

Project ID	Project Sponsor	Project Name	Rank	Score	Federal Request	Funding Recommendation
CMAQ-5	Greeley	35th Avenue Adaptive Signal Control Technology	1	98.1	\$ 604,662	\$ 604,662
CMAQ-2	Fort Collins	Mulberry Street Traffic Signal Synchronization	2	94.6	\$440,000	\$440,000
CMAQ-6	Loveland	US287 Signal Coordination Improvements - Loveland	3	91.0	\$620,925	\$620,925
CMAQ-4	Fort Collins	On Route Battery Electric Bus Chargers	4	79.3	\$1,598,675	\$1,598,675
CMAQ-1	Loveland	COLT Bus Replacement/Expansion	5	77.0	\$1,843,825	\$1,774,681
CMAQ-3	Fort Collins	Power Trail Harmony Grade Separated Crossing	6	75.1	\$500,000	Waitlisted
CMAQ-7	Weld	WCR 74 and WCR 31 Roundabout	7	46.4	\$1,269,435	Waitlisted
CMAQ-8	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout*	7	46.4	\$1,269,435	Withdrawn
		TOTAL FEDERAL FUNDING RECOMMENDED				\$5,038,943

*Project application withdrawn by project sponsor based on project being awarded funds through the STBG program.

Table 2. Surface Transportation Block Grant (STBG)

Project ID	Project Sponsor	Project Name	Rank	Score	Federal Request	Funding Recommendation
STBG-2	Fort Collins	College & Trilby Intersection Improvements	1	71.1	\$3,616,462	\$3,616,462
STBG-6	Windsor	Eastman Park Ultimate Intersection & RR Crossing Improvement	2	70.9	\$1,705,000	\$1,705,000
STBG-7	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	2	70.9	\$1,419,409	\$1,419,409
STBG-5	Loveland	US 34 EB Widening Construction	5	62.6	\$1,646,728	\$1,646,728
STBG-1	Evans	37th Street Widening Phase 3	6	61.1	\$1,543,462	\$1,543,462
STBG-4	Severance	E Harmony Road/ WCR19 Intersection Improvements	7	58.3	\$1,258,985	Waitlisted
STBG-3	Greeley	9th and 10th Street Mobility Enhancements	4	67.9	\$2,306,668	Withdrawn
		TOTAL FEDERAL FUNDING RECOMMENDED				\$9,931,061

Table 3. Transportation Alternatives (TA)

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
TA-5	Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	1	\$85,264	\$85,264
TA-1	Loveland	Willow Bend Trail	2	\$603,624	\$518,360
TA-3	CSU	Phemister Trail and Bridge	3	\$603,624	Waitlisted
TA-2	Fort Collins	William Neil / Ziegler Intersection Improvements & Trail	4	\$602,624	Waitlisted
TA-4	Severance	Great Western Trail	5	\$300,000	Waitlisted
TOTAL FEDERAL FUNDING RECOMMENDED					\$603,624

Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects

Greenhouse gas (GHG) emissions reductions were calculated for a subset of projects recommended for funding in the 2021 Call for Projects. The subset includes projects with readily available data and whose associated emissions calculator tool approved for use in the NFRMPO Call for Projects provides GHG estimates in addition to estimates of NOx and VOC. An analysis of GHG impacts for remaining projects recommended for funding will be conducted once guidance is provided by CDOT on how to calculate GHG impacts for other project types. It is expected the guidance will be available by May 2022. GHG estimates for all projects may be revised and updated at that time.

The following tables identify the annual GHG reduction in metric tons (MT) and the estimated project life in years for projects recommended for funding in each funding pool. As a point of reference, the GHG Reduction Level required in 2025 for the NFRMPO by the Transportation Commission's GHG Planning Standard is 0.04 million metric tons (MMT), which translates to 40,000 MT. Of the 18 projects recommended for funding, six have GHG reduction estimates currently available with a total estimated reduction of 4,615 MT per year. Projects selected by the NFRMPO in the 2021 Call for Projects are not expected to achieve the GHG Reduction Level on their own. Other GHG-reducing strategies and projects will be explored as the NFRMPO updates the *2045 Regional Transportation Plan* (RTP) to meet GHG requirements by October 1, 2022.

Table 1: Annual GHG Emission Reductions for Recommended CMAQ Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
CMAQ-5	35 th Avenue Adaptive Signal Control Technology	Greeley	1	Fully Fund	1,710	5
CMAQ-2	Mulberry Street Traffic Signal Synchronization	Fort Collins	2	Fully Fund	1,986	5
CMAQ-6	US287 Signal Coordination Improvements – Loveland	Loveland	3	Fully Fund	416	5
CMAQ-4	On Route Battery Electric Bus Chargers	Fort Collins	4	Fully Fund	TBD	15
CMAQ-1	COLT Bus Replacement/Expansion	Loveland	5	Partially Fund	TBD	12
CMAQ-3	Power Trail Harmony Grade Separated Crossing	Fort Collins	6	Waitlist	464	50
CMAQ-7	WCR 74 and WCR 31 Roundabout	Weld County	7	Waitlist	20	20

Table 2: Annual GHG Emission Reductions for Recommended STBG Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
STBG-2	College & Trilby Intersection Improvements	Fort Collins	1	Fully Fund	TBD	20
STBG-6	Eastman Park Ultimate Intersection & RR Crossing Improvement	Windsor	2	Fully Fund	TBD	20
STBG-7	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Weld County	2	Fully Fund	20	20
STBG-5	US 34 EB Widening Construction	Loveland	5	Partially Fund	TBD	20
STBG-1	37th Street Widening Phase 3	Evans	6	Waitlist	TBD	20
STBG-4	E Harmony Road/ WCR19 Intersection Improvements	Fort Collins	7	Waitlist	TBD	20

Table 3: Annual GHG Emission Reductions for Recommended TA Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
TA-5	Poudre Trail Wayfinding	Windsor	1	Fully Fund	TBD	20
TA-1	Willow Bend Trail	Loveland	2	Partially Fund	TBD	20
TA-3	Phemister Trail & Bridge	CSU	3	Waitlist	TBD	20
TA-2	William Neal/Ziegler Intersection Improvements & Trail	Fort Collins	4	Waitlist	TBD	20
TA-4	Great Western Trail Crossing & Paving	Severance	5	Waitlist	TBD	20

**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, 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

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
March 3, 2022 Larimer County	FY2022 CMAQ and TA Funding Allocations	AnnaRose Cunningham
Objective/Request Action		
To discuss the allocation of additional Congestion Mitigation and Air Quality (CMAQ) funds to one partially funded project and to determine how to balance FY2022 transportation alternatives (TA) funds to ensure fiscal constraint.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The most recent CDOT reconciliation from January 2022 identifies \$361,360 unprogrammed FY2022 CMAQ funds. One project from the FY2022-2023 Call for Projects remained partially funded following the Call in 2018 and subsequent additional allocations. The City of Fort Collins <i>College and Trilby Road Intersection Improvements</i> had an unfunded request of \$612,629. The project sponsor has stated they can accept the \$361,360 and commit to the required local match to consider the project fully funded.</p> <p>The FY2020-2021 Revenue Reconciliation from CDOT Headquarters resulted in a deficit of \$13,643 in the FY2023 NFRMPO TA pool when accounting for the project being awarded TA funding in FY2023. The Surface Transportation Block Grant (STBG) pool has \$156,211 unprogrammed funds. As the TA program is a set-aside of the STBG Federal funding program, and to balance the TA funding pool in FY2023, Staff is requesting approval to transfer \$13,643 STBG funds into the TA funding pool. The remaining unprogrammed FY2023 STBG funds will remain in the pool and be reevaluated following the start of FY2023</p>		
Committee Discussion		
<ul style="list-style-type: none"> This is the first time Planning Council is discussing the FY2022 CMAQ and TA Funding Allocations. TAC discussed the FY2022 CMAQ and TA Funding Allocations at their February 16, 2022 meeting. 		
Supporting Information		
<ul style="list-style-type: none"> The most recent additional allocation was completed in November 2021 for FY2021 CMAQ funds. The FY2022-2025 TIP Narrative incorrectly states the FY2022-2023 Call for Projects resulted in no partially funded or waitlisted CMAQ projects and any additional funds will be allocated based on TAC discussion. In July 2021, Planning Council approved rolling \$85,264 unprogrammed FY2021 TA funds into the 2021 Call for Projects. These funds are being recommended for funding under FY2023, having been rolled from FY2021 into FY2022. Given the timing of the 2021 Call for Projects the funds will roll again into FY2023. The FY2020-2021 Revenue Reconciliation from CDOT HQ decreased this unprogrammed funding by \$13,643. The CDOT reconciliation from January 2022 identifies \$156,211 unprogrammed STBG funds. Following the proposed funds transfer \$142,568 would remain in the pool to be allocated at a later date. There are currently no partially funded or waitlisted STBG projects in FY2023. 		
Advantages		
<ul style="list-style-type: none"> The attached proposal allocates funding to eligible projects per the applicable TIP policies and ensures the NFRMPO TIP remains fiscally constrained. 		
Disadvantages		
<ul style="list-style-type: none"> None identified 		

Analysis/Recommendation
<ul style="list-style-type: none"> TAC requests Planning Council discuss allocating additional CMAQ funding to the partially funded FY2022-2023 Call for Projects and transferring unprogrammed STBG funds into the TA pool to cover the funding deficit.
Attachment
<ul style="list-style-type: none"> Proposed Additional CMAQ Allocations based on CDOT's January 3, 2022 Reconciliation

Proposed Additional Allocations

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

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's January 3, 2022 Reconciliation

Additional FY2022 Funding:	\$361,360
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Greeley	Citywide Signal Retiming*	\$283,000	\$273,000	\$0	1	-	\$273,000	-	-	-
Fort Collins	Transfort Electric Bus Purchase	\$4,366,593	\$4,366,593	\$0	2	\$1,253,000	\$3,114,381	-	-	-
Greeley	Phase 3 Fiber	\$2,375,653	\$2,375,653	\$0	3	\$309,013	\$2,066,640	-	-	-
Loveland	North Taft Ave & US34 Intersection Widening/Improvements	\$3,330,637	\$3,330,637	\$0	4	\$3,330,637	-	-	-	-
Fort Collins	College and Trilby Road Intersection Improvements	\$1,000,000	\$387,371	\$612,629	5	\$387,381	-	\$361,360	\$0**	Project originally awarded in FY2022, advanced to FY2021.
Total		\$11,355,883	\$10,733,254	\$612,629	-	\$5,280,031	\$5,454,021	\$361,360	\$0	-

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

** Per project sponsor, the project will be considered fully funded with the additional allocation of \$361,381.

Remaining CMAQ Funds	\$0
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MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: March 3, 2022

Re: MMOF Call for Projects

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.

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

FY 2022	Federal	\$7,746,791
FY 2023	State	\$7,711,195
Total		\$15,457,986

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
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.	Match with State funds as this is part of a larger state data request	\$100,000	\$200,000
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.	Match of 25% from Fort Collins Exchange and 25% TMO – across 2 years	\$75,000	\$150,000



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

STAC Summary – February 11, 2022

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director
 - The new Clean Transit Enterprise and Non-Attainment Enterprise had their first meetings.
 - CDOT will have a draft of the Greenhouse Gas (GHG) policy directive ready for review in March.
 - Jessica Myklebust is the new Region 1 Transportation Director.
 - CDOT is looking at options for Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs) to present their own mitigation measures for GHG Rule compliance.
- 2) TPR and MPO Representative and Federal Partners Reports
 - TPRs/MPOs reported on 10-Year Plan updates, GHG Rule discussions, ongoing and planned construction projects, transportation plans and studies, air quality standards, safety targets, performance measures, staff changes, and Multimodal Transportation and Mitigation Options Fund (MMOF) preparations.
 - Federal Highway Administration (FHWA): Federal guidance and state allocations have been released for the National Electric Vehicle Initiative (NEVI), Bridge Formula Program, and National Roadway Safety Strategy.
 - Federal Transit Administration (FTA): The distribution of transit formula funding is on the FTA website.
- 3) Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR
 - The federal government will be operating on a continuing resolution through March 11th, after which they will be working on an omnibus bill to secure funding through fiscal year 2023. CDOT is therefore operating under Fixing America's Surface Transportation (FAST) Act levels for some of the base program and CDOT's Infrastructure Investment and Jobs Act (IIJA) funding is not at its full level.
 - The notice of funding opportunity (NOFO) for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant came out two weeks ago. STAC members can contact CDOT for letters of support or for information connecting with federal partners.
 - State bills: Senate Bill 22-16 to reconfigure the Transportation Commission, died in committee. House Bill 22- 1074 on mountain express lane safety passed in the Transportation Committee. Senate Bill 22- 74 for an alternative delivery contracting procurement process, did not pass.
 - Next week the state will deliberate on five bills of interest to CDOT: 1. The safety stop bill, 2. A bill regarding automated identification for traffic safety enforcement cameras, 3. Senate Bill 48 on dispute resolution board oversight, 4. A bill relating to a new permitting process for laying down fiber in CDOT rights of way, 5. A bill relating to CDOT's budget plan.
- 4) Transportation Funding 101 – Rebecca White, Director, CDOT Division of Transportation Development (DTD); Aaron Willis, Manager, CDOT Statewide and Regional Planning Section; Marissa Gaughan, Manager, CDOT Multimodal Planning Branch
 - CDOT's funding is from: federal programs (50% of CDOT funding), the Highway User Tax Fund (HUTF, 34%), the Bridge Enterprise (9%), and a number of other smaller sources.
 - Staff reviewed notable federal programs: Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TA), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), National Highway Freight Program (NHFP), National Highway Performance Program (NHPP), Carbon Reduction Program, Bridge Formula Program, Risk/Resiliency Formula Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

- Staff presented notable state programs: Senate Bill 267, SB 260 HUTF, SB 260 MMOF, and Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER).
 - Staff also presented the four enterprises: Bridge and Tunnel Enterprise, Colorado Transportation Investment Office (formerly known as the High Performance Transportation Enterprise [HPTE]), SB 260 Clean Transit Enterprise, and SB 260 Non-Attainment Enterprise.
 - Staff also reviewed the Regional Priority Program (RPP) and its distribution formula.
- 5) 10-Year Plan and Fiscal Constraint – Rebecca White, Director, CDOT Division of Transportation Development
- CDOT is reviewing how Non-Attainment Enterprise funds, which are already geographically constrained, are counted toward regional equity for the 10-Year Plan.
 - CDOT has accepted feedback to maintain the 10% transit set-aside and will work with regions to develop a multimodal system. Staff presented two options for how to distribute the 10% set-aside, using the MMOF distribution formula or the RPP-midpoint formula.
 - The rural pavement program will maintain its focus on non-interstate roads and will not expand to include rural interstates.
- 6) Electric Vehicle Grant Opportunities – Michael King, Assistant Director, CDOT Electrification and Energy
- Staff presented on electric vehicle (EV) registrations in the state, EV projected growth, and automaker commitments to EV.
 - Staff presented on state programs for installing fast chargers: Charge Ahead Colorado Grant Program, DC Fast-Charging Corridor Grant, DC Fast-Charging Plaza Grant.
 - The primary funding source for the state programs was the Volkswagen settlement, but that is depleted. There is state funding for electrification through SB 21-260: the Community Access Enterprise, the Clean Fleet Enterprise, and a clean transit enterprise.
 - Staff also presented on federal funding through IIJA. Colorado will receive approximately \$57 million for National Vehicle Electric Infrastructure (NVEI). There is also discretionary competitive funding under a Corridor Grant Program and a Community Grant Program. States must submit an EV Infrastructure Deployment Plan to a new Joint Office of Energy and Transportation by August 1, 2022.