

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

**April 7, 2022
Hybrid Meeting**

Voting Members Present:

Will Karspeck – Chair	-Berthoud
Scott James – Vice Chair	-Weld County
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Matthew Fries	-Severance
Lanie Isbell	-Eaton
Jon Mallo	-Loveland
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Jeni Arndt	-Fort Collins
Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Dena Wojtach	-CDPHE-APCD

MPO Staff:

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

In Attendance:

Frank Baszler, Dan Betts, Richard Christy, Jim Eussen, Omar Herrera, Myron Hora, Mark Jackson, Will Jones, Dean Klingner, Katrina Klobberdanz, Dave Klockeman, Heather Paddock, Elizabeth Relford, Jan Rowe, Robin Stoneman, Paul Trombino, and James Usher

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

Public Comment:

No public comment.

Move to Approve Agenda and Minutes

Stephens **moved** to *APPROVE THE APRIL 7, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE MARCH 3, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Mallo 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 judicial stay on the nonattainment designation for northern Weld County was denied which means the NFRMPO will conduct a conformity determination in 2022 for the newly designated nonattainment area. Bornhoft provided updates on the Policy Directive for implementing the Greenhouse Gas (GHG) Rule and noted Air Quality Awareness Week is occurring May 2-May 6, 2022.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck recognized the service of Isbell. The Planning Council is required to have a transit representative; Olson volunteered to serve.

Executive Director Report

Mallette provided legislative updates, noted the NFRMPO will conduct in-person outreach this summer, stated efforts on the Transportation Demand Management (TDM) Plan have begun, and explained the Federal Certification process is underway and a survey from FHWA and FTA on regional transportation planning in the North Front Range is available through May 31, 2022 at <https://docs.google.com/forms/d/e/1FAIpQLSdFJ46AtUeD57jqOFxoCNLS058pIVweQSLzELy6Rp40wBZaAg/viewform>.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

PRESENTATION:

CDOT Region 4 10-Year List of Projects – Heather Paddock, Region 4 Transportation Director, identified three reasons for updating the 10-Year Plan and the funding sources included in the planning totals. The Plan includes an average of \$325M per year for the next four years, FY23-26. Region 4 anticipates receiving 23.87 percent based on the regional equity target. The Plan must comply with the GHG Rule. If the submitted Plan does not comply, mitigation measures will be explored to achieve compliance. If compliance is still not achieved, the project list could be revamped.

Year 4 projects from the original 10-Year Plan still need to be delivered, with five projects in Region 4 and a balance of \$14M that will be rolling into the next four years of projects. The original Plan did not have specific funding sources identified for the out years and had a planning total of \$730M for Region 4 in years 5-10. The updated Plan's planning total is based on actual funding sources and identifies \$321M for Region 4 in years 5-8, which will comprise the next four years.

A range of considerations informed Region 4's project recommendation. The recommendation uses the RPP formula to split funding among the four TPRs and provides \$80M to the NFR region for years 5-8 across five projects. North I-25 Segment 5 would receive \$95.2M pulled from NFR, DRCOG and UFR shares, which is short of the total project cost of \$350M. Paddock identified options for securing additional funding for the project, such as discretionary grants and innovative financing through HPTE, now known as the Colorado Transportation Investment Office (CTIO). The Roadis Phase 2 proposal will be submitted in mid-May. CDOT will not apply for MEGA or INFRA grants for North I-25 during the current grant rounds but could apply in future rounds. The \$2.7M for Bustang Service in Region 4 would fund additional fleet to increase service.

Next steps include the Region 4 TPR Chair/STAC Rep/Transportation Commission (TC) Rep meeting on April 28, GHG compliance model runs in May and June, submission of the draft list of projects to TC in June, and STAC/TC approval in July. Paddock addressed questions on the impact of inflation, which could be addressed by optimizing design or securing additional funding, and the likelihood of achieving the required GHG reductions, which Paddock thinks is likely based on the benefits of the recommended projects.

CONSENT ITEM:

FY2022 CMAQ and TA Funding Allocations

Stephens **moved** to *APPROVE THE CONSENT AGENDA RESOLUTION NO. 2022-07*. The motion was **seconded** by Isbell and **passed** unanimously.

ACTION ITEMS:

March 2022 TIP Amendment

Cunningham described the March 2022 TIP Amendment which includes three requests from the approved 2021 Call for Projects and a request from Loveland to add the *Transit Center Construction* project. TAC recommended Planning Council approve the Amendment. Cunningham addressed a question on the *Poudre Trail Wayfinding* project, explaining the project will provide signage along the Poudre Trail and was awarded during the 2021 Call for Projects. Regarding a question on the environmental justice analysis for the transit center project, Cunningham explained the project does not improve air quality or decrease travel time because there is no additional transit service being added with the project.

Stephens **moved** to approve the RESOLUTION NO. 2022-08 *APPROVING THE MARCH 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Mallo and **passed** unanimously.

Off-Cycle March 2022 TIP Amendment

Cunningham described the off-cycle March 2022 TIP Amendment, which encompasses the MMOF set asides. The Amendment is being processed on an accelerated timeline to allow MMOF contracting to proceed. The Amendment has not been considered by TAC but was reviewed by the Finance Committee.

Olson **moved** to approve the RESOLUTION NO. 2022-09 *APPROVING THE OFF-CYCLE MARCH 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Stephens and **passed** unanimously.

DISCUSSION ITEMS:

FY2023 Unified Planning Work Program (UPWP) Tasks – Karasko explained the UPWP, originally adopted in May 2021, had two years of tasks and one year of budget. Seven tasks are being updated for FY2023 to change the intent of the task and/or deliverables. The FY2023 budget is being reviewed by the Finance Committee and the tasks and budget for FY2023 will be an Action item at the May Planning Council meeting.

2022 Title VI Plan – Karasko noted the NFRMPO's Title VI Plan must be updated every three years and described the updates to the Plan. The previous update, completed in 2019, was more extensive due to the need to meet additional FHWA requirements, whereas this update was more streamlined. The *2022 Title VI Plan* will be an Action item at the May Planning Council meeting.

FY2023-2026 Transportation Improvement Program (TIP) – Cunningham explained the NFRMPO updates the TIP annually, the same frequency CDOT uses to update the Statewide TIP (STIP). She described which projects are included in the TIP, the project roll forward process, and minor revisions to the TIP policies and procedures in the narrative. An online interactive map of location-specific projects awarded by the NFRMPO is available. The 30-day public comment period for the TIP and the associated air quality conformity determination will conclude on April 30, 2022. Based on the FHWA Certification review a few minor revisions will be made to the TIP narrative. The FY2023-2026 TIP will be an Action item at the May Planning Council meeting.

MMOF Call for Projects Criteria – Cunningham explained the Multimodal Transportation and Mitigation Options Fund (MMOF) goals, Call timeline, available funding, and MMOF set asides. The NFRMPO has \$9.8M in FY22 and FY23 MMOF available to allocate after accounting for the \$5.6M in MMOF set asides. The FY22 funds are Federal American Rescue Plan Act (ARPA) funds and the FY23 funds are State funds, with the two funding sources having different expiration deadlines, requirements, and GHG restriction risks. MMOF funding levels in FY24 and beyond drop substantially to \$400K - \$1.5M per year and are comprised solely of State funds.

Cunningham described the role of GHG emission reductions in the MMOF Call. The proposed MMOF criteria identify two categories of projects: Category A for projects that quantifiably reduce GHG emissions and Category B for projects that do not. The proposal directs at least three quarters of the MMOF funding to projects that reduce GHG emissions. Projects would be scored on five to six scoring criteria, with the sixth criterion on GHG emissions reductions only be used for Category A projects.

The proposal uses the minimum request sizes set by CDOT. The MMOF program has a 50 percent match requirement from any funding source other than MMOF. Three communities have lower match reduction requirements as approved by TC and there is a process for other communities to request lower match rates.

Olson asked why the State MMOF drops from \$7M in FY2023 to \$400K in FY2024. Cunningham explained the State frontloaded the MMOF program, which is why the funding levels are lower in FY2024 and beyond. Olson asked how the split of 75 percent for Category A and 25 percent for Category B was determined. Cunningham explained the NFRMPO staff recommendation is to use those percentages to help the NFRMPO meet the new State GHG requirements.

Olson noted projects in smaller communities may provide less GHG emissions benefit and suggested moving more funds to the Call for Projects for small communities while preserving the GHG benefits of MMOF projects. Cunningham noted the high match requirement in MMOF of 50 percent for most communities means the \$5M swap from CMAQ to MMOF for I-25 frees up funds with a lower match requirement, which may benefit smaller communities.

Stephens asked if the scoring addresses how new transit route operations will be funded after the MMOF grant. Cunningham stated identifying ongoing operations revenue sources is not required in the criteria; however, integration with local plans is one of the scoring criteria. Additionally, future year MMOF funding estimates are provided so applicants can consider availability of future funding for projects with ongoing operations costs. Mallette noted CMAQ provides only three to five years of operations funding for new transit service. Council members recommended requiring applicants to provide a funding plan for ongoing operations costs in the application and limiting operations funding to two years.

The MMOF Call criteria will be an Action item at the May Planning Council meeting and the Call is scheduled to open on May 6, 2022.

COUNCIL REPORTS:

Transportation Commission – Bracke recognized CDOT staff for hosting the tour of North I-25. The 10-Year Plan work is ongoing. The TC is continuing work on the GHG Policy Directive, which will encompass the detail that was slated for a Procedural Directive. The new approach to the GHG Policy Directive was based on public input and will provide more accountability.

CDOT R4 Update – No update.

STAC Report – A written report was provided.

US34 Coalition – Mallette noted the meeting included a presentation from Alex Gordon on the Premium Transit Analysis, now known as LinkNoCo, which addresses the US34 corridor. The Coalition also received a presentation on the US34 Traffic Incident Management Communications Plan.

I-25 Coalition – No update.

Host Council Member Report – Fries reported the design was submitted on Severance's MMOF-funded project to complete the bike/bed connection through town to the Great Western Trail. An RFP has been released for a traffic signal or roundabout at CR19 and CR74. Severance is partnering with CDOT on a traffic signal at SH392 and CR23 with completion expected in May 2024.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 7:50 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff