

NFRMPO Planning Council April 7, 2022 Meeting

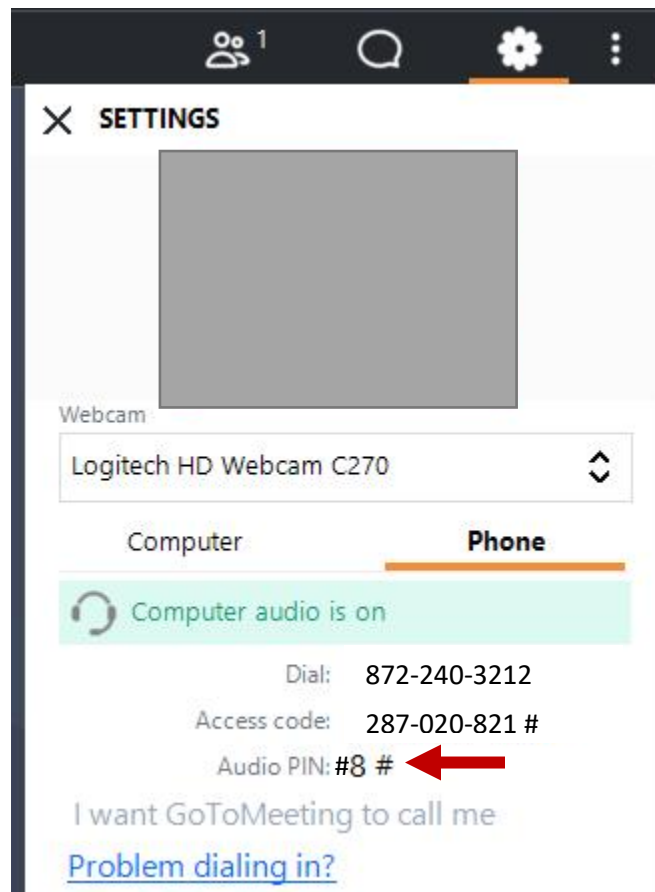
Remote Attendee Instructions

To access the audio for the meeting:

- 1) Call-in Number: **(571) 317-3122**
- 2) Once prompted, enter the Access Code: **144-857-813**
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you arrive late you will be asked for your name.

To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://www.gotomeet.me/NFRMPO/2022-nfrmpo-planning-council-meetings>
- 3) Enter your name and email then enter.
- 4) PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.
- 5) To connect your phone and your computer, please go to this screen and enter the information you see on your computer. Enter the audio pin shown at the red arrow on the phone.



Once the Planning Council Meeting has begun:

- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.
- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

"I have a question regarding the TIP Amendment"

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

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

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



Date: April 4, 2022

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

In-Person Meetings

Beginning in April, all RAQC Board Meetings will be held in-person with an option for virtual participation for Members and the public. The meetings will be held at RAQC's downtown Denver office, and details will be provided in the meeting materials and on agendas.

Also in April, the RAQC will deploy a hybrid work schedule where staff come into the office at least twice each week. This will provide opportunities for better collaboration and team building. Finally, we will work to schedule and attend other meetings in-person in the coming months.

Vice-Chair of the RAQC

At the April Board Meeting, Ally Johnson was elected as the RAQC's new Vice-Chair for the coming year. Vice-Chair Johnson, who represents local government from Weld County as a council member from the City of Evans, will lead the Operations Committee and serve as acting Chair of the Board.

Legislative Update

As the 2022 legislative session proceeds, the RAQC has chosen to actively support three bills. The first is HB22-1026 concerning the replacement of the income tax deduction for amounts spent by an employer to provide alternative transportation options to employees with an income tax credit for amounts spent by an employer for that purpose. The second is SB22-138, which promotes reductions in greenhouse gas and ozone-forming emissions through, amongst other measures, providing tax and financial incentives to promote the replacement of gasoline-powered lawn and garden equipment with electric-powered equipment. The third bill, SB22-

180, would provide funding for a pilot program where transit agencies within the ozone nonattainment area can provide reduced or free fares during the summertime ozone season.

Here is the link to the RAQC's most recent bill tracking document:

<https://www.coloradocapitolwatch.com/bill-tracker-votes/0/5565/2022/0/>

Ozone SIP Development

RAQC staff along with our partners at the Air Pollution Control Division present the latest work as we continue to build the next State Implementation Plan amendments for ozone. The presentations addressed:

- The vehicle inspection and maintenance program;
- Nonattainment new source review permitting and controls;
- Reasonably available control technology for major stationary sources;
- The major source penalty fee program; and
- Reasonable further progress requirements.

All of these are elements required by the Clean Air Act and EPA regulations to be included in "severe" ozone nonattainment SIPs.

Staff also provide a "SIP 101" overview of CAA requirements and the SIP development process in Colorado to provide Members some additional understanding of the RAQC's authorities and how we work with our partners to develop our plans.

NFRMPO 2022 Legislative Update

April 2022

Updated April 5, 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

HB22-1351

Temporarily Reduce Road User Charges

Summary	<ul style="list-style-type: none"> Delay the initial imposition of the road usage fees from SB260 starting July 1, 2022, to January 1, 2023, and increases the amount of the reduction in the road safety surcharge for registration periods beginning in 2023 from \$5.55 to \$11.10 Transfer funds from the general fund to the state highway fund and the highway users tax fund to hold CDOT, counties, and municipalities harmless from the reductions in road usage fee and road safety surcharge revenue.
Last Action	03/31/2022: Introduced In House - Assigned to Finance
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/hb22-1351
Analysis and MPO or Local Programs Impacted	<ul style="list-style-type: none"> Reduce fees paid by residents but would not potentially impact associated funds that would be paid by additional fees collected

SB22-176

Early Stage Front Range Passenger Rail Funding

Summary	<ul style="list-style-type: none"> Transfer \$2,400,000 from the general fund to the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund on June 15, 2022 Transfer \$6,500,000 from the general fund to the state highway fund for the purpose of funding specified environmental assessment work required in connection with the development of the Burnham Yard rail property
Last Action	03/25/2022: Introduced In Senate - Assigned to Appropriations
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/sb22-176
Analysis and MPO or Local Programs Impacted	<ul style="list-style-type: none"> Funding to continue work on the Front Range Passenger Rail program

SB22-180

Programs To Reduce Ozone Through Increased Transit

Summary	<ul style="list-style-type: none"> Creates the Ozone Season Transit Grant program in the Colorado Energy Office to provide grants to the Regional Transportation District (RTD) and transit associations in order to provide free transit services for at least 30 days during ozone season Eligible transit agencies and the RTD can use the money to cover lost fare box revenues and to pay for other expenses necessary to implement the program, including expenses associated with an increase in ridership as a result of the program
Last Action	<p>03/29/2022: Senate Committee on Transportation & Energy Refer Unamended to Appropriations</p> <p>03/25/2022: Introduced In Senate - Assigned to Transportation & Energy</p>
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/sb22-180
Analysis and MPO or Local Programs Impacted	<ul style="list-style-type: none"> Could subsidize transit costs during summer ozone season to get more people to ride transit Fort Collins/Transfort may not be eligible because it is currently fare-free Program not restricted to just nonattainment area but can be used around the State Could be a program to help boost air quality/greenhouse gas reduction effort

SB22-193

Air Quality Improvement Investments

Summary	<ul style="list-style-type: none"> Creates Industrial and Manufacturing Operations Clear Air Grant Program, Community Access to Electric Bicycles Program, Diesel Truck Emissions Reduction Grant Program, and Electrifying School Buses Grant Program Starting in 2025, the Colorado Energy Office is required to report annually on the progress of the Clean Air Grant Program, submit the report to the legislative committees with jurisdiction over energy matters, and post the reports on the office's website.
Last Action	03/30/2022: Introduced In Senate - Assigned to Transportation & Energy
Upcoming Action:	04/05/2022: Transportation & Energy Committee
Web link:	https://leg.colorado.gov/bills/sb22-193
Analysis and MPO or Local Programs Impacted	<ul style="list-style-type: none"> Supports transportation initiatives to reduce greenhouse gas and air quality issues Grants are accessible for private entities, local governments, and public-private partnerships

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. UPDATE: <ul style="list-style-type: none"> 03/28/2022 - Introduced In Senate - Assigned to Appropriations
<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"> 03/23/2022: House Considered Senate Amendments - Result was to Concur - Repass
<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"> 03/24/2022: Governor Signed
<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"> 04/05/2022: House Considered Senate Amendments - Result was to Concur - Repass
<u>HB22-1104: Powerline Trails</u>	<ul style="list-style-type: none"> Encouraging transmission providers to enter into written agreements for the construction and maintenance of powerline trails Requiring transmission providers to provide informational resources and notify local governments regarding the potential for powerline trails when planning for the expansion or construction of transmission corridors.

<p><u>HJR22-1002:</u> <u>Study State And Interstate Highway Vehicle Weight</u></p>	<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"> ○ 03/07/2022: Signed by the President of the Senate ○ 03/04/2022: Signed by the Speaker of the House
<p><u>SB22-144: Public And Nonprofit Entities Rideshare Contracts</u></p>	<ul style="list-style-type: none"> • Removes exemption for services provided under a contract between a ridesharing company and a school, a school district, the federal government, a state, a political subdivision of a state, or a tax-exempt entity • Ridesharing companies that contract with these entities will be regulated in the same manner as other types of ridesharing companies and services
<p><u>SB22-179: Deter Tampering Motor Vehicle Emission Control System</u></p>	<ul style="list-style-type: none"> • After March 1, 2023, a person would be prohibited from tampering with a motor vehicle's emission control system, conveying or offering to convey a motor vehicle with an emission control system that has been tampered with, or operating a motor vehicle with an emission control system that has been tampered with • Penalties collected would be credited to the AIR account in the highway users tax fund for the administration of the automobile inspection and readjustment program. • Introduced March 25, discussion April 7 in Judiciary Committee



COLORADO

Department of Transportation

10-Year Plan Update North Front Range MPO Council April 7, 2022



Updating the 10-Year Plan

Why are we updating the 10-Year Plan?

- New revenue: SB 260 was passed to help deliver the 10-Year Plan. Additionally, the federal infrastructure bill brings new transportation dollars to the state.
- Greenhouse Gas Rulemaking: In December 2021, the Transportation Commission adopted the new GHG Pollution Reduction Planning Rule. The 10-Year Plan must comply with the new standard for reduced greenhouse gas emissions.
- Progress delivering the first four years of the 10-Year Plan: Looking across the entire time period of the current plan, we are transitioning from completing the last year of the original 4-year list to determining the next set of projects and adding additional years to the plan.



In updating the plan, our top priorities are to:

1. Fully deliver on the original 4-yr priority list (FY 19-22) and to “close out” regional equity across this period.
 - \$380 M for FY 22, including 10% minimum to transit
1. Build the next 4-yr priority list (FY 23-26)
 - \$325 M / year on average, including 10% minimum to transit (\$1.3 Billion total in strategic funding over next four year prioritized list of projects)
 - Region 4 can reasonably anticipate 23.87% (regional equity target)

Funding assumptions include:

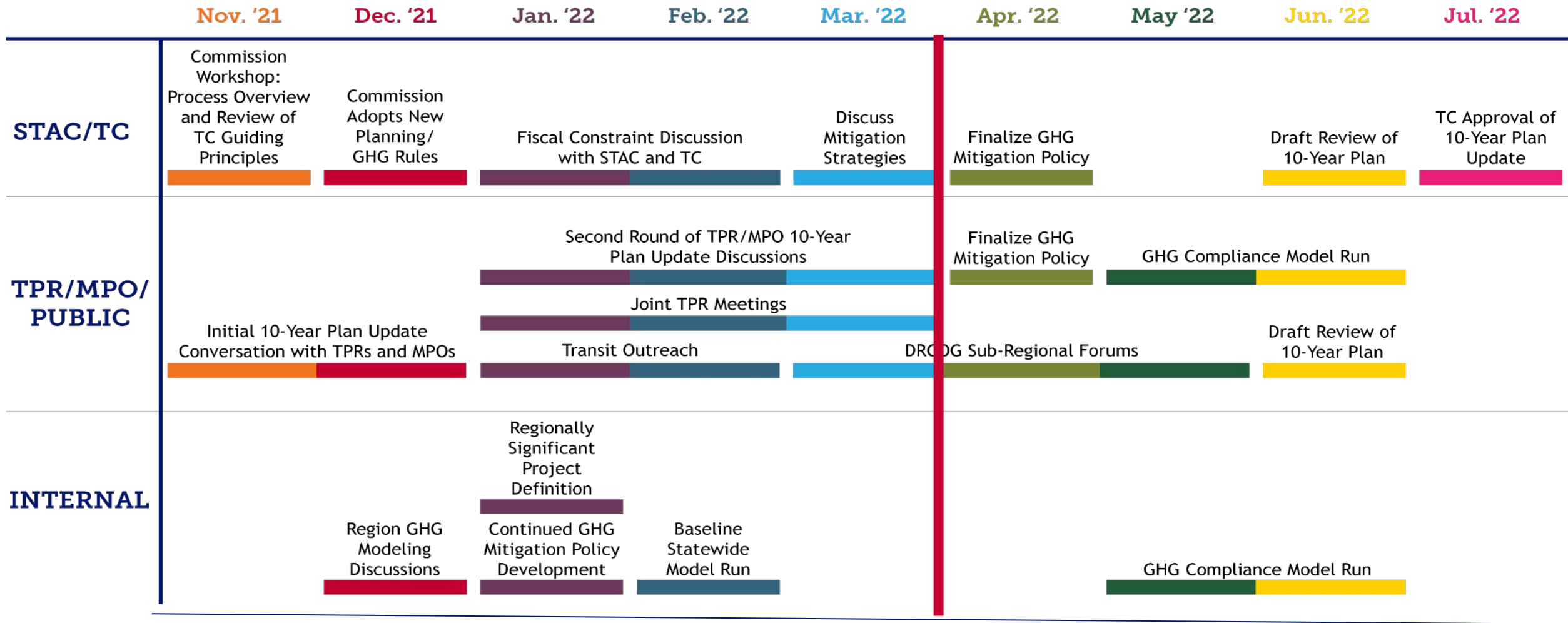
- SB 267 COPs
- SB 260 HUTF
- SB 260 State MMOF
- STBG (IIJA)
- Carbon Reduction (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)

Additional funding opportunities:

- Utilize financing to leverage additional federal funding
- SB 260 Bridge & Tunnel Enterprise
- IIJA Grants



10-Year Plan Update Timeline



Region 4

March
TPR/MPO
Meetings

R4 TPR Chair/STAC
Rep/TC Meeting
April 27

June
TPR/MPO
Meetings

Finalize Recommendation



Region 4 Recommendations



Year 4 Anticipated Projects

Original Committed Year 4 Projects	Allocation
CO 119 Bus Rapid Transit, Safety and Mobility Improvements	\$ 32,817,225
CO 52 Prospect Valley from MP 54.58 to MP 60.753	\$ 5,100,000
US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170	\$ 14,800,000
US 85/WCR 44 (Peckham) *	\$ 18,060,000
Transit	\$3,655,000

* Based on the UPRR TC Resolution ([June 17, 2021](#)), Peckham will be a Year 4 project from Region 4. Further information on this TC decision may be found [here](#).

Total \$74,432,225

Year 4 Balance \$88,956,774

Year 4 Remaining Balance (Carried into 5-8) \$14,524,549



The Current 'Out Years': Years 5-10

	<u>Already Funded</u> Years 5-10	<u>Current/Remaining</u> Years 5-10	<u>Original Total</u> Years 5-10
DRCOG MPO	*\$13,438,913	\$154,061,087	\$167,500,000
Eastern TPR	**\$14,500,000	\$205,050,000	***\$219,550,000
NFR MPO	-	\$175,400,000	\$175,400,000
UFR TPR	-	****\$179,680,000	\$168,510,000
		\$714,191,087	\$730,960,000

* CO 7 Corridor Improvements - 95th/CO 7 & Multimodal Preconstruction

** Sterling East Part 2 Slabs and Diamond Grind Both Directions; CO 71 Corridor Improvements

*** ETPR total went up by \$3.5M because of two added transit projects by DTR: 1) New Essential Bus Service between Limon and Denver [\$1.08M]; and 2) Essential Bus Service between Burlington and Denver [\$2.42M]

**** UFR total went down due to two transit projects being funded early in Year 4: 1) Estes Park Electric Trolley Charging Station [\$10K] and 2) Estes Park Electric Trolley Bus Barn [\$320K]. UFR total increased by \$11,500,000 due to I-76 US 34 East, Slabs and Diamond Grind both directions from MP: 66 to MP 73.9 being pushed from Years 1-4 into Years 5-10.



Years 5-8 Allocations

	% RPP	Highway / Rural Paving	<u>Draft</u> Transit*	Total Years 5-8
DRCOG MPO	20.80 %	\$61.11	\$10.58	\$71.69
Eastern TPR	34.10 %	\$100.19	\$2.40	\$102.59
NFR MPO	23.10 %	\$67.87	\$11.65	\$79.52
UFR TPR	22.00 %	\$64.64	\$3.38	\$68.01
	100.00 %	\$293.80	\$28.00	\$321.80

Year 4 Equity Surplus
\$88.96M - \$74.43M (committed)
= **\$14.52M**

+

Years 5-8
\$292.5M x 23.87% = 66.81
66.81 x 4 years = **\$279.3M**

Non-attainment is not included in these totals

** Transit Operations and Maintenance totals are estimated around \$(TBD), bringing R4 total allocation to \$321.80M*



Things to Consider in Project Selection

- TC Guiding Principles
- Greenhouse Gas Rule
- Project Readiness
- MPO Planning Cycles
- MPO/TPR Prioritized List of Projects
- Funding Type
- Rural Paving/Multimodal/Transit Goals
- Availability of Funding Partnerships
- Modifications (additions/deletions/scope adjustments)



Recommended Projects (Years 5-8)

	Type	Total Project Cost	<u>Original</u> Years 5-10	Years 5-8 Recommendation	Revised Out-Years	Notes
I-25 and CO 14 Interchange Improvements	H	\$60,000,000	\$30,500,000	\$3,500,000	\$27,000,000	
I-25 North Express Lanes: Segment 5 (CO 56 to CO 66) *	H	\$350,000,000	\$126,000,000	\$60,000,000	\$66,000,000	
US 34 Transit Service between Loveland and Greeley	T	\$13,200,000	\$13,200,000	\$13,200,000	\$0	
Mobility Hubs in CDOT Region 4	T	\$6,000,000	\$3,000,000	\$0	\$0	
Bustang Service in Region 4	T	\$5,400,000	\$2,700,000	\$2,700,000	\$0	<i>Assumed to be funded through Transit O&M set-aside</i>
				\$79,400,000	\$93,300,000	

* Total funding for Segment 5 in Years 5-8 (NFR, DRCOG, UFR) is \$95.2M



Next Steps

- Solidify project recommendations at the next Region 4 TPR Chair/STAC Rep/TC Meeting: April 28, 2022
- GHG compliance model run: May - June 2022
- Draft list of projects provided to TC for review: June 2022
- STAC/TC approval of the updated 10-Year Plan: July 2022