NFRMPO Planning Council May 5, 2022 Meeting

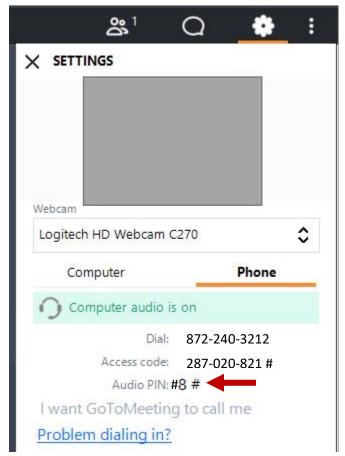
Remote Attendee Instructions

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, <u>please state your name for the record</u> 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.

Front Range Air Quality and the Regional Air Quality Council

Presentation to the North Front Range Metropolitan Planning Organization

May 5, 2022

Mike Silverstein, Executive Director



Regional Air Quality Council

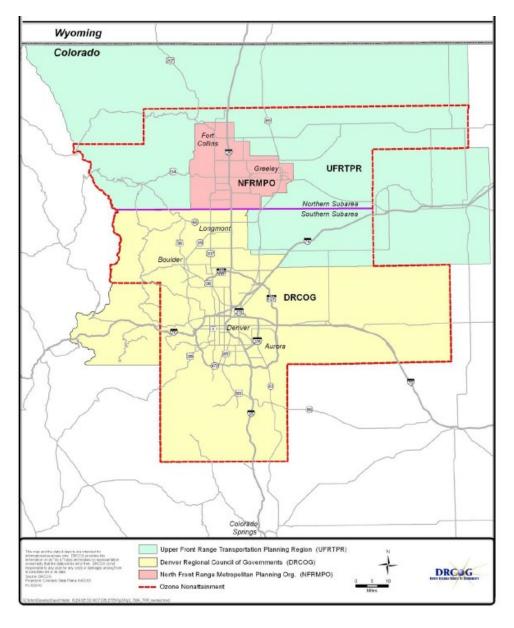
RAQC is the lead planning agency for the Denver Metro/North Front Range Ozone Nonattainment Area

Governor appoints the 29 member Board - 5 Members presently reside in the NFR

Primary responsibilities:

- Planning to meet air quality standards and improve climate conditions
- Conduct public education and awareness programs
- Implement public/private projects to reduce emissions
- Represent and assist local governments in the air quality planning process





More on the "RAQC Represents and Assists Local Governments in the Air Quality Planning Process"

Provides a forum for local perspectives

- **■** Board representation
- Convening and participating in work groups and committees
- Advocating for the region to the state and federal governments

Provides education, information, and incentives to residents

- *Mow Down Pollution* program
- ALT Fuels and Charge Ahead Colorado programs
- Simple Steps. Better Air. program
- School bus emissions reductions efforts

RAQC requests voluntary local contributions – not a membership

- Funding formula based on a goal and local government population & property value assessment
- We reach out to all local governments
- Some give, some do not we are grateful for each on-time or annual contribution!



Denver Metro/North Front Range Air Quality Status



Fine Particulates (PM_{2.5}) Never Violated - Occasional Exceedances Do Occur

Nitrogen Dioxide (NO₂) Denver Attained in mid '80's

Sulfur Dioxide (SO₂) Never Violated

Lead (Pb) Denver Area Attained in mid '80's

Carbon Monoxide (CO)

Denver, Longmont, Ft. Collins, Greeley Attained in

1990's - Maintenance Areas

Coarse Particulates (TSP&PM₁₀) Denver Area Attained in 1993 – Maintenance Area

Ozone (O_3)

1979 1-hour standard: 125 ppb Region Attained 1987 (Standard Revoked)

1997 8-hour standard: 84 ppb Region Attained in 2009 (Standard Revoked)

2008 8-hour standard: 75 ppb Region Out of Compliance

2015 8-hour standard: 70 ppb Region Out of Compliance



EPA'S RECLASSIFICATION(S) FOR THE DM/NFR NONATTAINMENT AREA

Two Different Ozone Standards

■ 2015: 70 parts per billion (ppb)

■ 2008: 75 ppb

Two Different EPA Actions, Both Addressing Colorado's Denver Metropolitan North Front Range

- Severe under 2008 standard
- Moderate under 2015 standard

Reclassification is NOT yet in effect...

- Proposed on 4/13/22 (not yet final)
 - virtual public hearing 5/9/22
- taking comments through 6/13/22 Reclassification is anticipated to take

effect this summer

30 days after final action is published in the Federal Register

RAQC/State Plans to Address Both This Fall

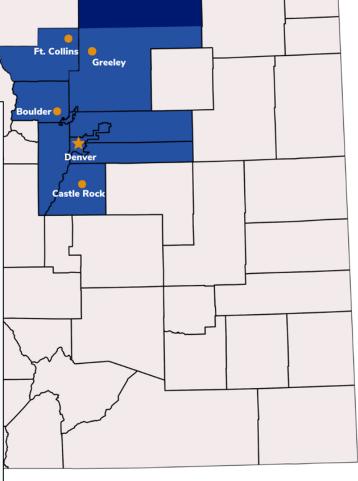


Ft. Collins Greeley

COLORADO'S OZONE STATUS

- Colorado is not meeting federal ozone standards
- Colorado's human-caused emissions are decreasing
- Almost ½ of ozone formation comes from Colorado's human-caused emissions

THERE'S MORE TO DO



'SEVERE' OZONE NON-ATTAINMENT

(Partial List of Communities)

- Arvada
- Aurora
- Boulder
- Brighton
- Broomfield
- Castle Rock
- Centennial
- Commerce City
- Denver
- Englewood
- Estes Park
- Evergreen
- Ft. Collins
- Golden

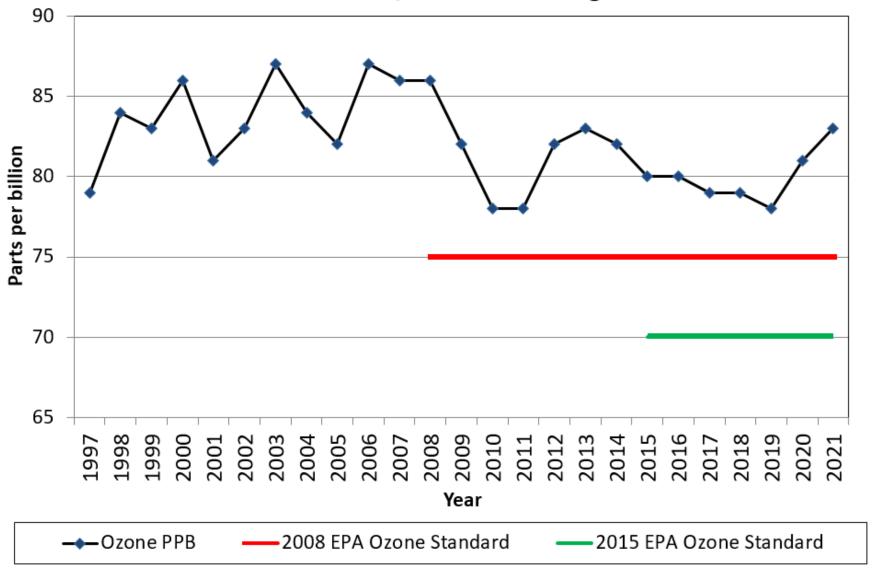
- Greeley
- Highlands Ranch
- Lakewood
- Littleton
- Lone Tree
 - Longmont
 - Louisville
 - Loveland
 - Northglenn
 - Parker
 - Superior
 - Thornton
 - Westminster
 - Windsor

Counties: Adams • Arapahoe • Boulder • Broomfield • Denver • Douglas • Jefferson • Larimer • Weld

art of 2015 nonattainment area, outside 2008 nonattainment area

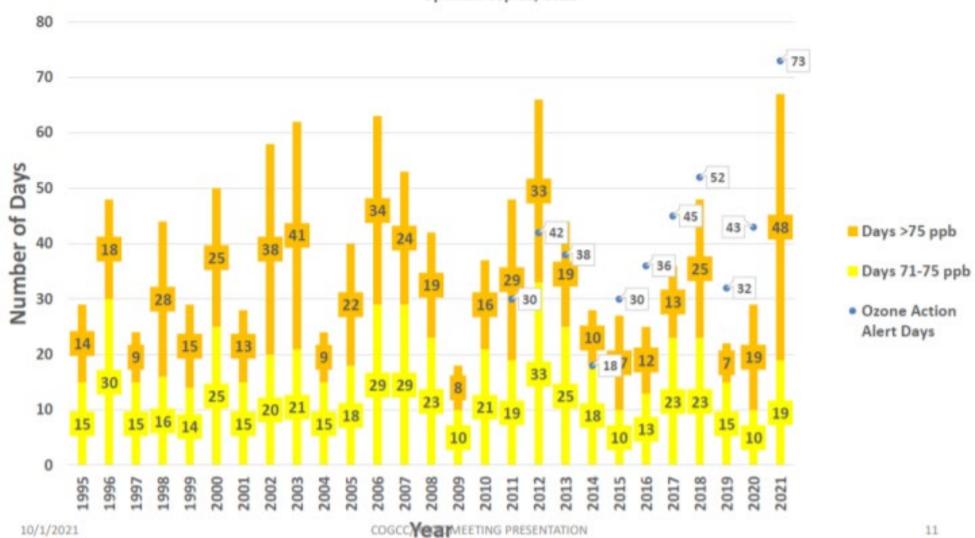
8-Hour Ozone Values for Denver Metro/North Front Range







Historical Number of High Ozone Days and Action Alert Days Updated Sep 12, 2021



4th High 8 Hour Average Ozone Concentrations (through 8/20/2020

Monitor	2016	2017	2018	2019	2020*
Chatfield State Park	78	74	83	78	73
NREL	83	74	80	75	78
Rocky Flats	79	75	81	72	73
Fort Collins - West	76	75	81	71	72
Highland	72	72	77	73	71
Boulder Reservoir ¹		73	77	69	74
Welch	75	75	66	72	72
Greeley - Weld Tower	67	74	73	65	66
Rocky Mtn. Nat'l Park	69	67	74	65	72
Aurora East	66	69	72	66	65
CAMP	70	67	71	67	66
La Casa	69	69	72	65	71
Fort Collins - CSU	70	66	72	64	66
Welby	66	68	69	60	64
Blackhawk ²				69	72

3-Year Average Design Value

2016- 2018	2017- 2019	2018- 2020
78	78	78
79	76	77
78	76	75
77	75	74
73	74	73
75	73	73
72	71	70
71	70	68
70	68	70
69	69	67
69	68	68
70	68	69
69	67	67
67	65	64
	69	70



5/5/2022 NFRMPO Presentation



General Contribution to Front Range Summertime Ozone Concentrations

Source Group Light Duty Vehicles (Contribution: 5.7 ppb) Oil & Gas Area Sources (Contribution: 5.3 ppb) Non EGU Point Sources (Contribution 3.5 ppb) Lawn & Garden (Contribution: 2.6 ppb) Oil & Gas Point Sources (Contribution: 2.2 ppb) Non-Road Sources, Balance (Contribution: 2.2 ppb) EGUs (Contribution: 1.8 ppb) Oil & Gas Tanks (Contribution: 1.1 ppb) Medium/Heavy Duty Vehicles (Contribution: 1.1 ppb) Non Road, Trains (Contribution: 1.0 ppb) Biogenics (Contribution: 0.8 ppb) Other Area Sources (Contribution: 0.7 ppb) Consumer Products (Contribution: 0.5 ppb) Local Fires (Contribution: 0.4 ppb) Background Concentration (Contribution: 47.4 ppb)

Contributions taken from 2023 modeling efforts. Do not represent contribution at any singular monitor. Additional information available in 2021 Modeling Forum Presentations

5/5/2022 NFRMPO Presentation 10

Numerous Emissions Control Programs Already in Place



- New vehicle emission standards
- Inspection and maintenance program
- Gasoline and diesel fuel standards and requirements
- National small engine, non-road and off-road limits
- Industrial source permitting and emission controls
- Numerous standards for commercial solvents/paints/coatings supplies and use
- Architectural and industrial maintenance coatings and consumer products
- Oil and gas industry regulations
- Transportation planning and transit
- Public education and outreach



What Industrial/Oil & Gas Measures are being considered?

What can we do to address activities during high

ozone days?

How can we promote electrification?

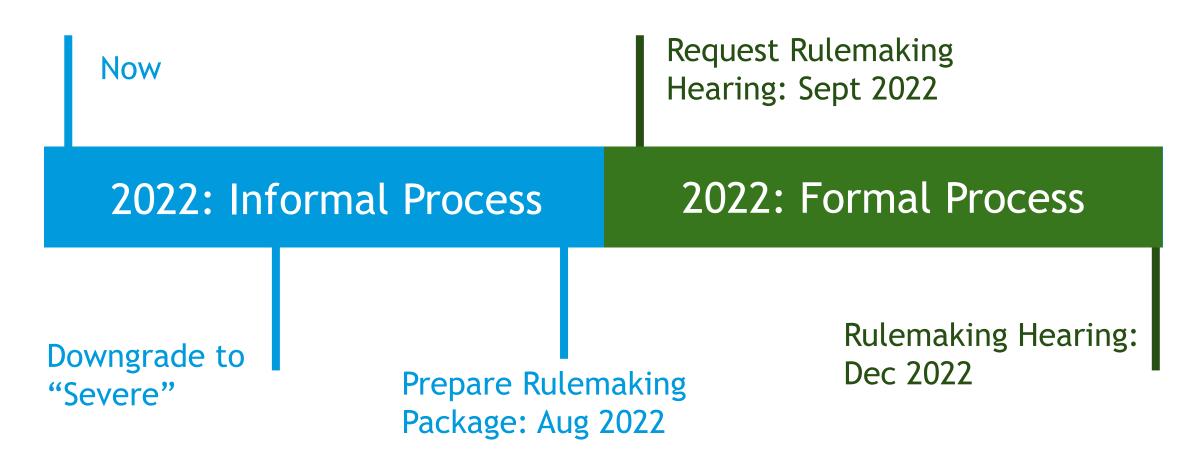
How can we better incentivize voluntary measures over mandates?

Are there more transportation measures that can be developed?

Common themes come up when soliciting input on potential reduction strategies



TIMELINE TO INFORM PLANNING



QUESTIONS?



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raqc.org







NFRMPO 2022 Legislative Update

May 2022

Updated May 4, 2022

HB22-1026	Alternative Transportation Options Tax Credit								
Summary	 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	05/04/2022: House Third Reading Passed - No Amendments 05/03/2022: House Second Reading Passed with Amendments - Committee, Floor 04/29/2022: House Committee on Appropriations Refer Amended to House Committee of the Whole								
Upcoming Action:	05/04/2022: House Floor Work								
Web link:	https://leg.colorado.gov/bills/hb22-1026								
Analysis and MPO or Local Programs Impacted	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. MPO initiatives impacted by this potential tax credit include: • 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	 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	05/02/2022: Senate Third Reading Passed - No Amendments 04/29/2022: Senate Second Reading Special Order - Passed - No Amendments 04/29/2022: Senate Committee on Appropriations Refer Unamended to Senate Committee of the Whole
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/hb22-1351
Analysis and MPO or Local Programs Impacted	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 Transfer \$2 400 000 from the general fund to the Southwest Chief Rail Line
Summary	 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
	05/03/2022: House Third Reading Passed - No Amendments
Last Action	05/02/2022: House Second Reading Special Order - Passed - No Amendments 04/29/2022: House Committee on Appropriations Refer Unamended to House Committee of the Whole
	04/20/2022: House Committee on Transportation & Local Government Refer Unamended to Appropriations 04/14/2022: Introduced In House - Assigned to Transportation & Local Government
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/sb22-176
Analysis and MPO or Local Programs Impacted	Funding to continue work on the Front Range Passenger Rail program



SB22-180	Programs To Reduce Ozone Through Increased Transit
Summary	 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	05/03/2022: House Third Reading Passed - No Amendments 05/02/2022: House Second Reading Special Order - Passed - No Amendments 04/28/2022: House Committee on Energy & Environment Refer Amended to Appropriations
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/sb22-180
Analysis and MPO or Local Programs Impacted SB22-193	 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 Air Quality Improvement Investments
Summary	 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	05/04/2022: House Committee on Appropriations Refer Amended to House Committee of the Whole 04/21/2022: House Committee on Energy & Environment Refer Amended to Appropriations 04/18/2022: Introduced In House - Assigned to Energy & Environment 04/18/2022: Senate Third Reading Passed - No Amendments
Upcoming Action:	TBD
Web link:	https://leg.colorado.gov/bills/sb22-193
Analysis and MPO or Local Programs Impacted	 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

HB22-1004: Driver License Fee Reduction	 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: 03/28/2022 - Introduced In Senate - Assigned to Appropriations
HB22-1028: Statewide Regulation of Controlled Intersections	 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. 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: 04/13/2022: Governor signed
HB22-1035: Modernization Of The Older Coloradans' Act	 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: 03/24/2022: Governor Signed
HB22-1089: Rideshares And Uninsured Motorist Insurance Coverage	 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: 04/05/2022: House Considered Senate Amendments - Result was to Concur - Repass
HB22-1104: Powerline Trails	 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. UPDATE: 04/13/2022: Governor Signed



HJR22-1002: Study State And Interstate Highway Vehicle Weight	 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: 03/07/2022: Signed by the President of the Senate 03/04/2022: Signed by the Speaker of the House
SB22-144: Public And Nonprofit Entities Rideshare Contracts	 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 UPDATE: 05/02/2022: Senate Considered House Amendments - Result was to Laid Over Daily
SB22-179: Deter Tampering Motor Vehicle Emission Control System	 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. UPDATE: 05/04/2022: Senate Third Reading Passed - No Amendments



Weld County Mobility Committee (WCMC)—MINUTES April 26, 2022 1:33 p.m. - 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Steve Teets, WAND
- Abdul Barzak, Town of Severance
- Celeste Ewert, Envision
- Robyn Upton, Greeley Citizens Bus Improvement Committee
- Chris Montoya, Adeo

NFRMPO staff: Cory Schmitt, Hanna Johnson

- Margie Martinez, Weld County United Way
- Leiton Powell, GET
- Nichole Seward, Weld County AAA
- Garrett Mumma, CO Div of Vocational Rehab
- Adriana Torres, Via Mobility Services
- Lisa Bitzer, Via Mobility Services

2. Review of Agenda

3. Public Comment (2 minutes each)

4. Approval of February 2022 Meeting Minutes

Teets motioned to approve the February minutes. Barzak seconded the motion, and it was approved unanimously.

WORKING GROUPS

- 1) Recruitment Working Group Schmitt, Ewert, Barzak, Martinez, Teets
 - a. **Mission Statement established:** The Recruitment Working Group will coordinate strategies and activities to increase active membership in mobility committees.
 - b. Initial Steps:
 - i. Make a spreadsheet of current LCMC/WCMC active and inactive members from distribution lists
 - ii. Focus on re-engaging existing members before turning attention to new members
- **2) Outreach and Education Working Group** Johnson, Seward, Powell, Bitzer, Mumma, Torres, Montoya
 - a. **Mission Statement established:** The Outreach and Education Working Group will coordinate strategies and activities to increase awareness of transportation providers and programs in Larimer and Weld counties.
 - b. Initial Steps:
 - i. Create a shared outreach and engagement calendar
 - ii. Share RideNoCo Media Package with partners
- 3) Report out All



Both groups shared their next steps.

RIDENOCO UPDATES

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

- 1) Trip Discovery Tool will be completed Summer 2022
- 2) The Trip Scheduling Steering Committee met for the first time March 31st. TransitPlus is facilitating the steering committee.
- 3) Northern Colorado Provider Inventory Survey:
 - **a.** Dual purpose:
 - i. Gain a better understanding of infrastructure and capacity in region across all transportation providers to aid in coordination of services and resources
 - ii. Share information with respective county offices of Emergency Management
 - **b.** Schmitt reviewed potential survey questions.
 - i. Martinez: Need to know capacity of each vehicle. Ask if providers would be available on-call in case of an emergency. Bounce survey questions off both Weld and Larimer Offices of Emergency Management to ensure it captures their informational needs. Under contact, request who a 24-hour contact person should be in the case of an emergency rather than general agency contact. Ask for addresses of vehicle lots rather than administrative address to be more useful in case of an emergency.
 - **ii.** Teets: Request information about special service populations like veterans, people with disabilities, etc. He suggested bouncing the survey off MPO officials.
 - **iii.** Bitzer: let them know who the primary contact should be in the case of an emergency response.
 - **iv.** Mumma: Ask providers where people can access information about services: website, phone, mobile application, brochures, etc. Make the "special services" question nuanced to include the variety of qualifications.
 - **c.** Schmitt asked if it would be onerous for transportation providers to fill this out.
 - **i.** Powell: GET is willing to fill this out. They already have a lot of this information on hand. If the questions can be condensed as much as possible, that would be helpful.

ACTION ITEM

1) 2022 Regional Mobility Action Plan -

Teets requested to learn more about Boulder County's Coordinated Plan. Schmitt noted that the group could invite Angel Bond with Boulder County to present updates on the plan now that it is complete.

Ewert pointed out the need to change "Goal 9" to "Goal 7" on page 13. Ewert made a motion to adopt the plan with that change. Teets seconded the motion.



DISCUSSION ITEMS

1) Rural Southwestern Weld County Project - Bitzer

Bitzer shared updates regarding the Via Mobility pilot project in southwestern Weld County. The final data from the pilot are attached to the minutes. Via Mobility is working with Weld County to establish a funding stream to continue the service; currently a state MMOF funding source seems promising. Via can contribute approximately \$100,000 of its allocation of §5311 funds towards the project, but with Hudson and Keenesburg wanting to join the project, 2 vehicles will be needed. The service costs approximately \$65-\$74 for a trip each way. Teets asked how Via's service in Broomfield is going, and Bitzer noted that their only service in Broomfield is to cover trips from Easy Ride into Boulder County when Easy Ride is unable to provide the service.

PRESENTATION

2) Envision, Creative Support for People with Developmental Disabilities - Ewert

Ewert with Envision shared details regarding their organization and services, including their transportation services for their clients. Envision is the Community Centered Board serving Weld County – they provide a single-entry point case management service for people with intellectual or developmental disabilities. Additionally, they provide direct services to their clients, including transportation. A federal ruling called "Conflict Free Case Management" will change the structure of Envision; their board will have to decide whether Envision will provide either case management services or direct services – they cannot provide both. Slides from this presentation are attached.

GREELEY EVANS TRANSIT NEWS AND UPDATES

Powell shared that GET is in the process of many changes that he will be sharing more in-depth soon. Starting May 12th Routes 5 and 6 will return to pre-pandemic service levels of 20-minute headways. GET is currently down 4 positions, but they were originally down 14 positions 9 months ago, so they are seeing improvement overall. They will be at the Greeley Stampede Parade and the Winsor Harvest Festival to promote their services. A ridership survey will go out soon.

WCMC MEMBER UPDATES

Teets shared that the Weld Advocacy Network on Disabilities (WAND) is continuing to work on addressing issues related to housing and homeless, as well as surveying the Greeley community regarding a connection to the <u>UC Health Hospital</u> and <u>St. Michael's Square</u>. He shared that the City of Greeley is having a meeting regarding housing and homelessness on May 18th at 6pm at the Greeley Downtown Recreation Center.

Final Public Comment (2 minutes each)

Next Month's Agenda Topic Suggestions

Teets requested a presentation and discussion item regarding IntelliRide.

Upcoming Meetings:

a. WCMC Meeting: June 28th, 2022 at 1:30 PM – format TBD

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

SUMMARY OF FY 2022 BUDGET AMENDMENT #2 REQUEST May 5,2022

FY2022 Budget Amendment #2	_		FY 2022 Approved		Budget Adjustments #2 Detail Additional MMOF			Budget Adjustment 1 Total		FY2022 Amended Budget	
DESCRIPTION		Budget		Budget							
МРО											
Revenues											
CPG Allocation	\$	721,473	\$	39,322			\$	-	\$	760,795	
FHWA SPR	\$	77,000	\$	43,000			\$	-	\$	120,000	
STBG	\$	459,918					\$	-	\$	459,918	
FC MM	\$	26,901					\$	-	\$	26,901	
5310 Non Urban	\$	27,000					\$	-	\$	27,000	
5310	\$	27,000					\$	-	\$	27,000	
CDPHE	\$	25,000					\$	-	\$	25,000	
Local Match	\$	267,648	\$	6,334			\$	-	\$	273,982	
State MMOF	\$	264,884			\$	250,000	\$	250,000	\$	514,884	
Transfer from VanGO	\$	264,884					\$	-	\$	264,884	
	\$	2,161,708	\$	88,656	\$	250,000 \$	- \$	250,000	\$	2,500,364	
EXPENDITURES											
Payroll	\$	832,537					\$	-	\$	832,537	
Other Direct	\$	878,237	\$	88,656	\$	250,000	\$	250,000	\$	1,216,893	
Indirect	\$	450,934					\$	-	\$	450,934	
TOTAL EXPENDITURES	\$	2,161,708			\$	250,000 \$	- \$	250,000	\$	2,500,364	



MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: May 5, 2022

Re: MMOF Call for Projects Criteria - Updated

Background

In June 2021 the Colorado State Legislature passed Senate Bill (SB)21-260 – Sustainability of the Transportation System. The passage of SB21-260 made several changes to the State's MMOF funding program. Additionally, the Transportation Commission made updates to the distribution and local 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 local match reduction formulas.

At the February 16 and March 16, 2022 TAC meetings, NFRMPO Staff presented the draft guidelines for the upcoming NFRMPO MMOF Call for Projects. The NFRMPO has a total of \$15,457,986 in FY2022 and FY2023 MMOF funding to award. Updates have been made to the guidelines following the February TAC meeting, including:

- MMOF Call for Projects Schedule
- NFRMPO and CDOT Region 4 Set-Aside requests
- Updated available funding based on approval of the Set-Asides
- Updated maximum request amounts
- Details on local match requirements and reduction options
- Revised scoring criteria based on TAC's discussion and input
- Performance measure and Environmental Justice information

The Planning Council discussed the MMOF Call for Projects at their meeting on April 7, 2022. Council requested applicants of new transit service projects include a sustainable funding plan with their applications outlining funding for the transit service past the two years of funding being awarded in the 2022 MMOF Call for Projects. Funding included in the plan may include FY2022 and FY2023 MMOF, and any other secured funding or funding anticipated to be available for the transit service that is not awarded through a competitive process (excluding FTA Formula Funds). This requirement has been added to the Guidelines.



NFRMPO Staff will be hosting a virtual Project Applicant Workshop on May 9, 2022 to discuss details of applying for MMOF funds and answer questions applicants have about the application process.

Guidelines can be found on the NFRMPO website at: https://nfrmpo.org/wp-content/uploads/2022-mmof-call-for-projects-guidelines.pdf.

Update – Guidelines have been updated with the latest Federal and State MMOF funding fact sheets provided by CDOT.

Action

TAC requests Planning Council approve the 2022 MMOF Call for Projects Guidelines and open the 2022 MMOF Call for Projects on May 6, 2022.

Attachments

2022 MMOF Call for Projects Guidelines (linked only)