

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

HYBRID MEETING AGENDA

January 6, 2022

<u>In-Person Attendance Option</u> Greeley Family FunPlex 1501 65th Avenue Greeley, CO 80634	<u>Virtual Attendance Option</u> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: https://bit.ly/2022NFRPC
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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 – December 2, 2021 (Page 8) & December 16, 2021 (Page 11)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|--|------|
| 3) Air Pollution Control Division (APCD) (Page 13) | (Written) | |
| 4) Regional Air Quality Council (RAQC) (Handout) | Mike Silverstein – Executive Director, RAQC | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 16) | Medora Bornhoft – Transportation & Air Quality Planner III | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|------|
| 6) Report of the Chair | Will Karspeck - Council Chair, Town of Berthoud | 6:20 |
| • 2022 Committee Assignments | | |
| 7) Executive Director Report (Page 23) | Suzette Mallette - Executive Director | 6:25 |
| • VanGo™ Annual Survey | | |
| 8) TAC (Page 25) | (Written) | |
| 9) Mobility (Page 26) | (Written) | |
| 10) Finance (Handout) | (Written) | |
| 11) Community Advisory Committee (CAC) (Page 29) | (Written) | |

ACTION ITEMS:

- | | | |
|---|--|------|
| 12) Executive Director Annual Goals (Page 30) | Suzette Mallette | 6:30 |
| 13) December 2021 Off-Cycle TIP Amendment Resolution 2022-01 (Page 31) | AnnaRose Cunningham - Transportation Planner II | 6:40 |
| 14) NFRMPO 10-Year Pipeline of Projects Update Resolution 2022-02 (Page 34) | Becky Karasko - Transportation Planning Director | 6:50 |

DISCUSSION ITEM:

- | | | |
|--|---------------------|------|
| 15) 2018-2022 NFRMPO Targets for Safety Performance Measures (Page 39) | AnnaRose Cunningham | 7:00 |
|--|---------------------|------|



COUNCIL REPORTS:

7:10

Transportation Commission

Kathleen Bracke - Transportation Commissioner

CDOT R4 Update

Heather Paddock - CDOT R4 Transportation Director

I-25 Coalition/US34 Coalition

Scott James – Council Vice Chair, Weld County
Commissioner

Host Council Member Report

Johnny Olson – Councilmember, City of Greeley

7:15

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

7:20



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

Alternate- Steve Olson

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

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)
O₃	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 (see TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (previously STP-Metro)	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 (previously TAP)	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**

**December 2, 2021
Hybrid Meeting at Severance Town Hall**

Voting Members Present:

Will Karspeck – Chair	-Berthoud
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Lanie Isbell	-Eaton
Scott James – Vice Chair	-Weld County
Troy Mellon	-Johnstown
Johnny Olsen	-Greeley
Kristin Stephens	-Larimer County
Dena Wojtach	-CDPHE-APCD

Voting Members Absent:

Jeni Arndt	-Fort Collins
Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath
Paul Rennemeyer	-Windsor

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:

Abdul Barzak, Allison Baxter, Dan Betts, Tricia Canonico, Rich Christy, Ray Cundiff, Jim Eussen, Butch Hauss, Josie Hadley, Will Jones, Dean Klingner, Katrina Kloberdanz, Mitch Nelson, Heather Paddock, Kim Redd, Elizabeth Relford, Jan Rowe, Eric Tracy, James Usher

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

Public Comment:

None.

Move to Approve Agenda and Minutes

James **moved** to *APPROVE THE DECEMBER 2, 2021 MEETING AGENDA AS SUBMITTED* and *APPROVE THE NOVEMBER 4, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Baszler 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) Wojtach announced the new Chair of the Division is Michael Ogletree and reported the EPA redesignation of the 2015 Ozone Non-Attainment boundary will include all of Weld County. CDPHE has partnered with CDOT and CEO to complete a study on the transition to zero emissions vehicles. Wojtach reported on updates to lead based paint, regional haze, and oil and gas regulations.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft stated staff is doing preliminary work to update modeling to include the added area to the non-Attainment boundary. The deadline to determine conformity for the expanded area is December 30, 2022. Bornhoft updated Council on the status of the GHG Rulemaking and stated two and a half of the four

comments which the NFRMPO Council submitted were incorporated into the Revised rule. Bornhoft stated the GHG Mitigation Measures Working Group will be convening which she and Karasko will be a part of. CDOT is scheduled to adopt the GHG Rulemaking on December 16, 2021. James asked who all is included in the GHG Mitigation Working Group is and how people were selected to be part of the group. Bornhoft responded she will reach out to CDOT Staff and report back. Bracke stated the Working Group includes staff from MPOs, CDOT, CDPHE, CEO, and other state agencies.

Stephens stated land use planners from local agencies should be included in the Working Group due to some of the measures involving local land use laws and regulations.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Karspeck appointed Commissioner Stephens to be the STAC representative and Councilmember Olson to be the alternate for the upcoming year.

Executive Director Report

Mallette reported the NFRMPO has hired a new Transportation Planner who will be starting part-time in January and full time in May. A legislative update is included in the packet and new riders guides are available for in person attendees.

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.

CONSENT AGENDA:

2021 Coordinated Plan (Resolution 2021-24) and 3rd Quarter Financial Statements

James **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Baszler and **passed** unanimously.

ACTION ITEMS:

November 2021 TIP Amendment – Cunningham outlined the revisions in the November 2021 TIP Amendment which include five new projects in the *Region 4 Hazard Mitigation Pool* and a new project pool *NFR Revitalizing Main Streets* with two new projects and funding for two existing TIP projects. James asked if the projects in the 10- Year List provided in the Council Packet were included in the TIP. Mallette noted the list is not included because TIP only included funded projects over the upcoming four years.

James **moved** to approve RESOLUTION NO. 2021-25 *APPROVING THE NOVEMBER 2021 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Baszler and **passed** unanimously.

2022 Officer Elections – Chair Karspeck opened nominations for 2022 Council Chair. Mellon asked if there are specifications in the NFRMPO Bylaws stating the leadership should alternate between Weld and Larimer County. Mallette stated the Chair and Vice Chair may serve two consecutive terms and the must be from opposing counties.

Vice Chair James **nominated** Chair Karspeck. Mellon **moved** to *close nominations and elect Chair Karspeck for 2022 Council Chair by Acclamation*.

Chair Karspeck opened nominations for 2022 Council Vice Chair.

Chair Karspeck **nominated** Vice Chair James. Baszler **moved** to *close nominations and elect Vice Chair James for 2022 Council Vice Chair by Acclamation.*

DISCUSSION ITEM:

NFRMPO 10-Year Pipeline of Projects Update – Karasko reviewed the purpose of the 10-Year Pipeline of Projects and presented two versions of the Tier 1 list from the 10-Year List of Projects which was approved by the NFRMPO Planning Council in January of 2020 to go into the CDOT 10-Year Plan. The list was discussed at the November 4, 2021 Planning Council meeting where Council Members agreed the I-25 Corridor and the US 34 Corridor remained the top regional priorities and at the TAC meeting on November 17, 2021 where TAC members reviewed project budgets and descriptions. Olsen asked if the funding amounts provided in the list were in 2021 dollars. Karasko stated they are the same funding amounts from the development of the list which was in 2020. Karasko noted a full review and update to the list, including updating priority corridors, will be completed during the development of the 2050 RTP. Karasko stated projects on the NFRMPO list will be considered in the development of the CDOT Region 4 list before being incorporated in the CDOT Headquarters list. James asked if the full EIS buildout should be included. Mallette responded specific projects on each of the priority corridors will be determined through coordination with CDOT Region 4. Karasko noted the list will be brought back as an action item at the January meeting.

COUNCIL REPORTS:

Transportation Commission – Bracke noted progress is being made on North I-25. James asked for a synopsis of the special Transportation Commission meeting held on December 1 on the GHG Rulemaking. Bracke noted she will send out the document that includes all the comments made during the meeting. James asked what CDOT Staff role is in the rulemaking process. Bracke responded their role is to provide technical input.

CDOT R4 Update – Paddock stated CDOT is working on the four year prioritized list of projects within the 10-year pipeline of projects which is anticipated to be completed in April. With the passage of IIJA, CDOT Region 4 is anticipated to receive approximately \$384M over the upcoming 4 years. CDOT will work to prioritize lists with the four MPOs and TPRs in Region 4. CDOT will be updating fact sheets for the North I-25 projects.

STAC report – A written report was provided.

I-25 Coalition – Vice Chair James noted the I-25 Coalition will be convening a funding subcommittee.

Host Council Member Report – Baszler noted the characteristics of Severance and thanked the Council for attending.

EXECUTIVE SESSION:

Baszler requested a motion to enter an Executive Session. James Seconded

Baszler **moved** the *Council enter into an Executive Session pursuant to C.R.S. §24-6-402(4)(f), for discussion of a personnel matter regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.* The motion was **seconded** and **passed** unanimously.

Council entered Executive Session at 7:23 p.m. The session ended at 8:21.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions
None.

The meeting was adjourned at 8:22 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

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

**December 16, 2021
Virtual Special Council Meeting**

Voting Members Present:

Will Karspeck- Chair	-Berthoud
Kathleen Bracke	-TC
Mark Clark	-Evans
Lanie Isbell	-Eaton
Scott James	-Weld County
Jon Mallo	-Loveland
Frank Baszler	-Severance

Voting Members Absent:

Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Paula Cochran	-LaSalle
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County
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

In Attendance:

Abdul Barzak, Allison Baxter, Rick Coffin, Mark Jackson, John Jacus, Evan Pinkham, Randy Ready

Chair Karspeck called the Special MPO Council Meeting to order at 6:00 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Isbell **moved** to *APPROVE THE December 16, 2021, SPECIAL COUNCIL MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

Metropolitan Planning Organization Agenda

Chair Karspeck opened the Special Council meeting and Vice Chair James discussed Weld County's request for a stay on EPA's recent nonattainment area boundary expansion. Mallette then explained the expansion of the nonattainment area and how it would impact the NFRMPO, the NFRMPO's request for the boundary expansion to be data driven, and the request for the NFRMPO to be a Declarant.

Declaration to Support Weld County – Draft Letter

Bornhoft provided an overview of the expansion of the nonattainment area to include all of Weld County into the Northern Subarea. She discussed the differences between the 2008 and 2015 ozone standards and the difference in the boundaries between the two with the new designation by EPA. She then discussed three implications of why this boundary redesignation would adversely impact the NFRMPO. These include: the costs and time associated with expanding the Land Use Allocation Model and Travel Demand Model; a conformity determination on the area must be completed by

December 30, 2022; and going forward two conformity determinations would have to be completed on the area in Weld County. Bornhoft then discussed the draft Declaration in support of Weld County's stay request.

Weld County Request for Nonattainment Area Expansion Stay

John Jacus with Davis, Graham, & Stubbs LLC, stated that Weld County had submitted a request for Judicial Stay on the 2015 nonattainment area expansion to the D.C. Circuit Court on December 15, 2021. He then discussed Weld County's reasoning for requesting the judicial stay and the merits of their request.

Next Steps

Mallette stated with the consensus of the Planning Council members present at the meeting, staff would finalize the declaration and provide it to Chair Karspeck for his signature prior to submitting it.

The Special Council meeting was adjourned at 6:28 p.m.

Special Council Meeting minutes submitted by: Becky Karasko, NFRMPO Staff

**December 2021 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, January 6, 2022**

Air Pollution Control Division (Division) Updates

- The Air Pollution Control Division will be hosting a kick-off meeting (via Zoom) to discuss the upcoming Clean Heat Plan emissions reduction calculation development process on January 11, 2022 from 1:30 p.m. to 3:00 p.m. Please register [here](#) to receive the Zoom link.
 - During the meeting we will discuss the following topics:
 - Senate Bill 21-264 requirements
 - Timeline to develop calculation methods
 - Process to develop calculation methods
 - Organizing the development technical workgroup
 - Questions and next steps
- The Division is seeking applicants for nomination to the Midstream Steering Committee (MSC), which is established by the revisions to Regulation No. 22, Part B, Section III (adopted December 17, 2021). Emissions from fuel combustion equipment in the oil and gas midstream segment are a significant source of greenhouse gas emissions. The MSC is a technical working group tasked with developing guidance document(s) and a segment emission reduction plan to assist oil & gas midstream segment owners and operators in achieving necessary reductions in greenhouse gas emissions from fuel combustion equipment.

The MSC is to be composed of volunteer representatives from several groups, including the electric utility sector; the midstream segment; local governments; and the general public (including environmental organizations and representatives of a disproportionately impacted community). The Division encourages technically-minded and collaborative individuals to apply to represent one of these groups on the MSC. The Midstream Steering Committee will hold its first meeting no later than March 31, 2022, and will meet at least monthly through March 2024. For more details on the duties, deadlines, and required representation of the MSC, refer to [this summary of the adopted changes to Regulation No. 22](#), or visit the [MSC webpage](#).

Applicants should complete the [MSC application form](#), and email the completed form to andrew.gruel@state.co.us. The application is also available on the [MSC webpage](#).

Applications will be accepted through January 14, 2022. Questions about the MSC should be emailed to Andy Gruel at andrew.gruel@state.co.us.

- The Division and the Regional Air Quality Council (RAQC) are hosting listening sessions to share basic ozone information, identify planning processes and potential reduction strategies, and provide opportunities to share concerns and suggestions. The meetings are scheduled for January 20, 6 pm - 8:30 pm and January 22, 10 am to 12:30 pm. Click [here](#) for the listening session flyer and please register [here](#) to attend and receive details.
- The Division provided the state legislature with a report on the progress the state has made to reduce greenhouse gas (GHG) emissions under Colorado's 2019 climate change law (HB19-1261). The Division's report finds that there is a technically feasible, cost-effective path to achieving the emissions reductions goals set out in the law, and the state has already made significant progress on reducing emissions. The law sets a goal of reducing greenhouse gas emissions by 26 percent from 2005 levels by 2025, 50 percent by 2030 and 90 percent by 2050. The [Division's full report](#) is available online.

December 14-17, 2021 Air Quality Control Commission (Commission) Meeting:

- The Commission approved a new set of rules proposed by the Division that will reduce GHG emissions from the oil and gas sector by more than 4.8 million tons per year by 2030. The rules will also cut emissions of volatile organic compounds, which are powerful ozone pollution precursors, by more than 12,700 tons per year. The new rules include innovative strategies to reduce emissions from oil and gas operations, including:
 - Requiring the capture or control of a significant portion of natural gas emissions that are currently being emitted from oil and gas production sites, pipeline operations, and midstream facilities.
 - Expanding inspections at oil and gas facilities, including production sites and compressor stations, prioritizing sites located in disproportionately impacted communities or in proximity to residences or other occupied areas.
 - Requiring performance testing of enclosed combustion devices, with a focus on earlier and more frequent testing of devices in disproportionately impacted communities; this would ultimately improve the performance of these devices, which are designed to reduce emissions of volatile organic compounds. These compounds are ozone precursors and contribute to the formation of ozone pollution.
 - Expanding zero-emitting pneumatic controller requirements to gas plants statewide; current regulations require these controllers at gas plants in areas with high ozone pollution. The rules also call for increasing inspection frequencies of remaining gas-driven pneumatic controllers statewide. Expanding the requirement statewide would further reduce emissions.
 - Improving transparency and accountability in the state's annual emissions inventories, which will enhance the state's understanding of emissions from

the oil and gas sector and provide the public with more information on these emissions.

- In addition, the new rules establish a first-in-the-nation GHG intensity program for oil and gas production sites across the state. This regulatory program will require operators to limit how much greenhouse gas they emit per unit of production. This approach will provide operators with the flexibility to achieve reductions in the most cost effective manner, while allowing the state to achieve overall reductions across the industry necessary to meet Colorado's climate goals.
- The Commission adopted revisions to a set of proposals from the Divisions that would further reduce pollution and subsequent haze at Colorado's Class I areas. The rulemaking took place under the Environmental Protection Agency's [Regional Haze program](#), which requires states to take steps to improve air quality and visibility in national parks and wilderness areas. Colorado has [12 areas](#) protected by the Regional Haze program, including Rocky Mountain National Park. The proposal approved by the Commission will cut emissions of oxides of nitrogen, sulfur dioxide and particulate matter by nearly 4,000 tons per year.
- Meeting materials are available at <https://cdphe.colorado.gov/aqcc>.

January 2022 Commission meeting:

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

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: January 6, 2022

Re: NFRMPO Air Quality Program Updates

Background

2015 Ozone Boundary Update

At the special Planning Council meeting held on December 16, 2021, Planning Council agreed by consensus to submit a declaration in support of Weld County's request for a judicial stay on the effectiveness of the EPA's final rule to redesignate northern Weld County as nonattainment for the 2015 ozone standard. The declaration, attached, was submitted to Weld County's attorney on December 20, 2021. The declaration identifies the adverse impacts to the NFRMPO of the rule going into effect when it may later be reversed on appeal. The court ruling on the judicial stay is expected in February 2022.

GHG Transportation Budgets

On December 16, 2021, the Transportation Commission (TC) approved the Greenhouse Gas (GHG) Planning Standard which applies to the long-range transportation plans developed by the State's five MPOs and to CDOT's 10-Year Plan. The GHG Planning Standard was revised three times since the first draft was released by CDOT in August. Notable changes in the final version as compared with the version released on October 19, 2021, include:

- Preamble – Removing the prohibition on traffic improvements that primarily benefit the flow of vehicular traffic as allowable GHG mitigation measures and instead noting that “[a]ll proposed GHG Mitigation Measures must be evaluated in a context-sensitive manner to confirm their efficacy to reduce GHG emissions and reviewed periodically for actual performance.”
- §1.18 – Allowing entities other than CDOT and MPO to implement GHG Mitigation Measures.
- §1.44 – Allowing CDOT's Director of the Division of Transportation Development (DTD) to appoint one or more additional member(s) to the State Interagency Consultation Team to supplement the required membership from DTD, CDPHE – APCD, each of Colorado's five MPOs, and the Colorado Energy Office (CEO).
- §8.02.4 – Postponing the deadline for establishing the GHG Mitigation Measure administrative



process and guidelines from April 1, 2022 to May 1, 2022.

- §8.02.6.4.5 – Specifying that funding restrictions do not apply in the event the restrictions violate federal or state statutory requirements for those funding sources.
- §8.03.3 – Adding the following illustrative example to the list of potential GHG Mitigation measures: “Certain proven traffic management strategies such as bus queue jumps, traffic signal synchronization and preference, and roundabouts, in certain contexts while factoring in induced demand and safety.”
- §8.05.2 – Removing the requirement for an MPO or CDOT to submit a waiver or reconsideration request within sixty (60) days of TC action, which had conflicted with §8.05.2.1.2 allowing submission of a waiver request at any time.
- §8.06.2 – Revising the report provided annually by CDOT to the TC for the purpose of determining if policy changes are warranted to include more factors than Vehicle Miles Traveled (VMT) per capita. Specifically, the report will include relevant factors such as economic conditions, population growth, electric vehicle registration, transit ridership, bicycle use data, and VMT per capita within the MPO areas and statewide. In addition, there is no longer a requirement for the TC to consider revising the GHG Planning Standard based on changes in VMT per capita.

Additional information on the approved GHG Planning Standard, including final rule text and an updated Frequently Asked Questions document is available at <https://www.codot.gov/programs/environmental/greenhousegas>.

In the comment letter submitted to the TC on November 5, 2021, the NFRMPO identified four critical recommendations for improving the GHG Planning Standard. Out of the four critical recommendations, three were fully or partially incorporated into the approved GHG Planning Standard, including:

- Recommendation 6: Expand Implementers of GHG Mitigation Measures
- Recommendation 7: Include Operations Strategies in the GHG Mitigation Measures
- Recommendation 14: Remove Requirement for TC to Consider Revising the Rule based on Changes in VMT per Capita

In December, CDOT convened the initial meetings for two technical working groups to support the development of procedures and/or guidelines for implementing the GHG Pollution Standard. NFRMPO staff are participating in both groups, which include the GHG Mitigation Measure Working Group and Statewide Model Coordination Group (SMCG). The GHG Mitigation Measure Working Group includes representatives



from each MPO and subject matter experts across disciplines at CDOT and academia. The SMCG includes representatives from each MPO and CDOT.

2045 RTP Update for GHG Compliance

SB21-260 requires the NFRMPO to update the Regional Transportation Plan (RTP) by October 1, 2022, in compliance with the greenhouse gas (GHG) rule approved by the Transportation Commission. If the RTP does not comply by October 1, 2022, Multimodal Transportation and Mitigation Options Funds (MMOF) in SFY2023 and beyond are restricted to projects that reduce GHG emissions, which could prevent mobility projects benefiting seniors and persons with disabilities from receiving funding. If restrictions on MMOF project types are triggered, the restrictions remain in place until a GHG-compliant RTP is adopted.

NFRMPO staff are initiating the work to update the NFRMPO's 2045 RTP adopted on September 5, 2019 with the goal of adopting a GHG-compliant RTP on September 1, 2022. Concurrently, NFRMPO staff are beginning work on the 2050 RTP, which is scheduled to be adopted by Planning Council in September 2023. The 2050 RTP will be a comprehensive effort with updates to the full range of inputs, as available, which inform the planning process. In contrast, the 2045 RTP Update will be targeted at meeting GHG requirements as there is not sufficient time to conduct a comprehensive update prior to SB21-260's October 1, 2022 deadline. Information and analysis prepared for the 2045 RTP Update will inform the 2050 RTP and assist both plans in achieving GHG compliance.

The schedule for updating the 2045 RTP is as follows:

- Call for Plan Amendments – January 2022
- Data requests to NFR member agencies on GHG-reducing projects – January-March 2022
- Travel demand and air quality modeling – February-May 2022
- Develop GHG Transportation Report – April-June 2022
- Public comment period, conformity determination, and TAC and Planning Council Discussions – June-August 2022
- Planning Council Adoption of RTP – September 2022

Action

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

IN THE UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT

BOARD OF COUNTY
COMMISSIONERS OF WELD
COUNTY, COLORADO,

Petitioner,

v.

No. ABC

MICHAEL S. REGAN, Administrator,
ENVIRONMENTAL PROTECTION
AGENCY, and UNITED STATES
ENVIRONMENTAL PROTECTION
AGENCY,

Respondents.

DECLARATION OF WILLIAM KARSPECK

I, William Karspeck, state and declare as follows:

1. I am the Chair of the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC or the Council), and I make this declaration on behalf and with support of NFRT & AQPC.

2. I submit this declaration in support of Weld County's request for a stay of final action of the United States Environmental Protection Agency entitled Final Rule: Additional Revised Air Quality Designations for the 2015 Ozone National Ambient Air Quality Standards: El Paso County, Texas and Weld County, Colorado,

released at <https://www.epa.gov/ozone-designations/final-rule-additional-revised-air-quality-designations-2015-ozone-national> (“Redesignation Rule”). I make this declaration based on anticipated work tasks and ongoing involvement in air quality work in northern Colorado.

3. The purpose of this declaration is to describe the irreparable harm the NFRT & AQPC will experience if the Redesignation Rule is implemented without a judicial stay pending Weld County’s challenge to the Redesignation Rule on the merits.

4. The NFRT & AQPC is responsible for conducting conformity determinations for the Northern Subarea of the Denver Metro/North Front Range 8-hour Ozone Nonattainment Area, which includes the area north of the Boulder County northern boundary extended through southern Weld County to the Morgan County line. The Northern Subarea includes the NFRT & AQPC metropolitan planning area and a portion of the Upper Front Range Transportation Planning Region (TPR) in Larimer and Weld counties.

5. The NFRT & AQPC is comprised of representatives of the following local governments: the cities of Evans, Fort Collins, Greeley, and Loveland; the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor; and the counties of Larimer and Weld. In addition to local government representatives, the NFRT & AQPC includes a representative from the

Colorado Department of Public Health and Environment's Air Pollution Control Division and the Transportation Commission of Colorado.

6. Expansion of the 2015 ozone nonattainment area to include the entirety of Weld County will impose more onerous requirements on the NFRT & AQPC, including expanding the NFRT & AQPC's Land Use Allocation Model and Regional Travel Demand Model to include northern Weld County; conducting a conformity determination that includes northern Weld County by December 30, 2022; and conducting two separate regional emissions analyses for each future conformity determination, one for the nonattainment boundary for the 2008 ozone standard and one for the nonattainment boundary for the 2015 ozone standard.

7. NFRT & AQPC anticipates that it will spend approximately \$43,000 to comply with the requirements identified above during the next 12 months. These requirements will be funded through public resources, including taxpayer funding. If the Redesignation Rule is later reversed on appeal, then this would prove an ineffective use of public resources. Staying the Redesignation Rule pending appeal would avoid this potential waste of public resources.

8. At a meeting held on December 16, 2021, NFRT & AQPC representatives from the cities of Evans and Loveland and from the towns of Berthoud, Eaton, and Severance agreed by consensus to submit this declaration. NFRT & AQPC representatives from Weld County and the Transportation

Commission of Colorado recused themselves from the consensus decision and the remaining NFRT & AQPC representatives were not in attendance.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge and belief.

Executed on December 17, 2021 in Berthoud, Colorado.


William Karspeck (Dec 18, 2021 09:08 MST)
William Karspeck, Chair



2021 VanGo™ Annual Survey Highlights

Customer Satisfaction (the % that agrees VanGo™ staff provides 'timely and helpful' service: 99%

How most people heard about VanGo™: 'From a friend, family member or coworker'

Reason why people chose to vanpool: 'It reduces my personal vehicle costs' (85%)

Anonymous Comments:

- 'Vango employees are always helpful and up-beat. Thanks!'
- 'Thank you for maintaining the program through all the uncertainty of COVID and allowing us to keep our spots on the vans at no cost.'
- 'I love this program!!!! I brag about this program all the time. Shane, Barbara, and everybody involved are awesome!!!!!!!!!!!!!!'
- 'Thank you for being flexible on days we ride during the Covid situation.'
- 'The Flexibility during COVID has been fantastic.'
- 'VanGo is great. I really appreciate the service you provide. Life would be much worse without you.'
- 'I recommend the service to everyone who asks about how I get to work'

- 'Excellent program and everyone I've been involved with has been super helpful and professional'
- 'Thanks so much for the flexibility during the pandemic!'
- 'This is the best program! During COVID adjustments and accommodations were made to meet the changing needs.'
- 'Thanks for providing the service and keeping the reduced and part time fare going into 2022.'
- 'Have shown great patience, understanding and flexibility during the uncertainties of the pandemic. Much appreciated.'
- 'Thank you Vango for the way you have handled everything during the pandemic. So much appreciated!'
- 'I wish there was an option in between full time and half time, especially as more employers move to a hybrid schedule for their employees post-COVID. I commute 3 days a week and it's a bit frustrating that I either commute half time in the van and then another few days in my own car or pay double just for a few more days.'
- 'I greatly appreciate how flexible and helpful Shane and Barb have been this past year and half during Covid.'
- 'It is an amazing program keep up the good work'

Shane Armstrong

Operations Services/Fleet Management



North Front Range Metropolitan Planning Organization

419 Canyon Ave., Suite 300

Fort Collins, CO 80521

Phone: [970.986.4130](tel:970.986.4130)

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
December 15, 2021**

APPROVAL OF THE NOVEMBER 17, 2021 TAC MINUTES

Relford requested a correction to the TAC minutes to reflect the RAQC's Control Strategy Committee did not meet on December 15, 2021. Klockeman moved to approve the November 17, 2021, TAC minutes as amended. Relford seconded the motion, which was approved unanimously.

REGIONAL AIR QUALITY UPDATES

Regional Air Quality Updates – Ferko stated the EPA released a final notice to expand the nonattainment area to include northern Weld County and noted upcoming RAQC meetings. Bornhoft stated there is a special Planning Council meeting on December 16, 2021, noted the Transportation Commission is scheduled to vote on the GHG Rule on December 16, 2021, and provided updates on the Colorado Clean Truck Strategy.

ACTION ITEMS

Election of 2022 TAC Officers – Relford nominated Eric Tracy for Chair. Klockeman seconded the motion, and it passed unanimously. Barzak nominated Allison Baxter for Vice Chair. Klockeman seconded the motion, and it passed unanimously.

December 2021 Off-Cycle TIP Amendment – Cunningham explained the two revision requests. Oberschmidt moved to approve the TIP Amendment. Herrera seconded the motion and it passed unanimously.

NFRMPO 10-Year List Update – Karasko provided background on the 10-Year List. Relford asked if the sponsor comments for the first two projects should be the same. Karasko and Klockeman will confirm the sponsor comments are correct. Klockeman moved to approve the NFRMPO 10-Year List with corrections as necessary to the sponsor comments. Herrera seconded the motion and it passed unanimously.

PRESENTATIONS

CDOT Region 4 10-Year Plan Update – Hadley explained the presentation is postponed until early 2022 to allow for corrections to the statewide planning totals which were miscalculated and are now drastically lower.

DISCUSSION ITEMS

2018-2022 NFRMPO Targets for Safety Performance Measures NFRMPO 10-Year List – Cunningham explained the methodology for CDOT's statewide safety targets and presented staff's recommendation to adopt the statewide targets instead of setting region-specific targets.

Safety Vision Data Exchange – Cunningham proposed establishing a working group consisting of NFRMPO staff, TAC members, and other local agency staff to address crash data and analyses. Cunningham highlighted the Near Miss Tool using Esri software to highlight data not collected in crash data. TAC members expressed support for both efforts.

LinkNoCo Survey Results – Gordon presented the LinkNoCo survey results which were used to identify corridors to carry forward for deeper analysis. TAC members discussed how LinkNoCo compares to the 2045 Regional Transit Element (RTE).

2045 RTP Update Schedule – Bornhoft presented the approach and schedule for updating the 2045 Regional Transportation Plan (RTP) in compliance with the TC's proposed GHG Rule as required by SB21-260. The deadline for updating the RTP is October 1, 2022.

2050 RTP Performance Measures – Gordon identified considerations for selecting region-specific performance measures in the 2050 RTP. TAC members suggested resuming the discussion after lessons learned from the performance measure analysis in the Call for Projects can be compiled.

Weld County Mobility Committee (WCMC)—MINUTES
December 7, 2021
1:33 p.m. – 2:53 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Andrew Jones, The Arc of Weld County
- Michelle Johnson, GET
- Abdul Barzak, Town of Severance
- Blake Van Jacobs, CDOT
- Celeste Ewert, Envision
- Skyler Potocek, Northern Colorado Clean Cities
- Janet Bedingfield, 60+ Ride
- Robyn Upton, Greeley Citizens Bus Improvement Committee
- Dan Betts, Rep. Ken Buck's Office
- Jan Rowe, CDOT R4
- Ana Colon, Boulder County M4A
- Chris Montoya, Adeo
- Diego Lopez, Northern Colorado Clean Cities
- Kathi Sargent, The Arc Weld County

NFRMPO staff: Alex Gordon, Cory Schmitt, Hanna Johnson

2. Review of Agenda

3. Public Comment (2 minutes each)

Teets wanted to comment a breakdown of the Federal Infrastructure Bill.

4. Approval of June 2021 Meeting Minutes

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

ACTIVITY

The group discussed gratitude for the end of the year.

ANNOUNCEMENTS

Schmitt announced the CDOT funding awards for 2022, including the new supporting funds for Envision's transportation services. Ewert noted that the NFRMPO applied for \$100,000 on behalf of Envision as part of their annual \$5310 mobility management applications.

PRESENTATIONS

LinkNoCo– Gordon presented about the LinkNoCo Project including an overview of the project and the feedback received during public outreach. The LinkNoCo project was started as a recommendation from the NFRMPO Planning Council to complement Front Range Passenger Rail. This focuses on community connections within the region. The project identifies potential corridors and then evaluates corridors that will increase regional mobility through inclusive, accessible, and equitable stakeholder engagement. This plan should be completed in summer or fall of 2022; the next steps include analysis on corridors and identifying governing structures and funding.

Teets asked if having roundabouts can be a problem for transit on the proposed regional routes analyzed by LinkNoCo; he also asked if the park and ride at HWY 34 and I-25 will return. Gordon replied that the existing park and ride is still open, and the new park-n-ride at Centerra will open in 2022. The alignment of the bus route, including the ability to get through roundabouts, would be planned as a later phase of the LinkNoCo project. Teets noted that there should be transit from Greeley to Johnstown.

Gordon then shared results from the first public engagement survey. The survey was opened for three weeks; the goal was to identify corridors to carry forward for deeper analysis. Teets asked if outreach was conducted in person. Gordon noted there was not much in person outreach for this part of the project. The survey asked participants to identify their top three corridors, if any connections were missing, etc. Three quarters of respondents were from Fort Collins, Loveland, and Greeley; one quarter was from other communities. The top corridors identified in this survey were:

1. FLEX from Fort Collins to Loveland, Berthoud, and Boulder
2. Loveland to Greeley via US 34
3. Greeley to Fort Collins via Great Western Railroad Corridor
4. Poudre Express
5. Berthoud to Fort Collins via BNSF rail corridor

More information can be found at www.nfrmpo.org/transit/linknoco/. Teets requested that Greeley's Citizen Transportation Board get a presentation of this project.

Northern Colorado Clean Cities Electrification Project– Lopez presented about the Northern Colorado Clean Cities (NCCC), a non-profit sponsored by the US DOT's Clean Cities Program and the Colorado Energy Office. A few grants available include:

- Charge Ahead Colorado
 - o Opens January 2022
- ALT Fuels Colorado
 - o Opens January 2022

These grants typically have 3 rounds each year. Another grant opportunity is the Colorado EV Stations; EV stations in the Front Range Urban areas and Rural areas get between 65% and 80% matching funds from the State of Colorado. There are EERE funding opportunities for projects that seek to develop affordable, efficient, and clean transportation options. The project approach must include EVs/charging infrastructure in underserved communities and multifamily housing or curbside charging for PEV. Clean Cities would like WCMC to help identify projects and stakeholders for these EERE funds. A Concept Paper will be due in March of 2022; six weeks later the application will be due. Lopez noted that Clean Cities also partners with local dealerships to provide incentives for Electric Vehicle purchase. Teets asked if Lopez would talk in front of a board or a council. Lopez said that they do that often and give resources. Teets asked if he could go in front of Greeley and Evans' councils and the Greeley Citizen's Transportation Advisory Board.

Lopez can be reached at 970-439-2926 or adlopez.nccc@gmail.com if the group has follow up projects or questions. Rowe asked if carshare programs for low-income communities have come in for any of these grants. Lopez said yes; one example is a bikeshare program for low-income communities. They have only seen one carshare program succeed with receiving funding and this was a program in Denver through Lyft. Lyft wants high density, so they are leaning towards Colorado Carshare. NCCC sees a lot of potential for carshare and micro-mobility options.

DISCUSSION ITEMS

Via Mobility Pilot Update – Bitzer updated the group on the Via Mobility Pilot in southwestern Weld County. Since the launch on August 2nd, there have been 275 trips to date with 63 registered riders. Via and the NFRMPO are working to keep the pilot going after the end of this year. Teets asked if the NFRMPO could give Via a grant for the next year. Schmitt noted that most of the service area is not within the NFRMPO boundary but rather within the Upper Front Range Transportation Planning Region (UFRTPR); the NFRMPO is working to create partnerships to keep the project going.

2022 Brainstorming Session – Schmitt noted that the NFRMPO Planning Council formally adopted the Coordinated Plan last week. The WCMC and LCMC will formally draft work plans for 2022 at their next meetings and will bring them together to create some overall regional goals at the first Joint Mobility Committee meeting in March. Teets noted increasing awareness of WCMC in rural areas. H. Johnson noted that the mobility program's outreach efforts will include WCMC recruitment. Ewert noted that marketing and education and awareness was discussed during the last Joint Mobility Committee and that it may be helpful to start the next Joint Meeting off with a recap of the August meeting. Bedingfield noted that it is so important to work together and collaborate and communicate as the group moves forward.

GREELEY EVANS TRANSIT NEWS AND UPDATES

Schmitt read Powell's email update: GET is working on hiring and training operators; they are seeing staffing get better. They are attempting to bring back routes 5 and 6 at a 20 minute headway. GET is working to replace their shelters. M. Johnson also noted that GET is working on [Greeley On the Go](#) – their transportation plan update.

WCMC MEMBER REPORTS

- Colon (Boulder County Mobility for All): Boulder County is finalizing our draft of the coordinated human services transportation plan (Coordinated Plan), titled Mobility and Access for all ages and abilities plan, and they will be realizing it for public comment this month. Boulder's LCC, Boulder County Mobility and Access Coalition, is formalizing their charter to focus on implementing the coordinated plan over the next 5 years.

RIDENOCO REPORT

RideNoCo has acquired a vendor to create the trip discovery tool. The Technology Steering Committee now has representatives from both WCMC and LCMC.

Final Public Comment (2 minutes each)

Teets requested the last NFRMPO Planning Council's meeting minutes.

5. Next Month's Agenda Topic Suggestions

- a) None.

6. Adjourn

- a) Teets motioned to adjourn the meeting at 2:53 pm. Ewert seconded. The next WCMC meeting will be a hybrid meeting on February 22, 2022 at United Way Weld County.

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

December 9, 2021

Attendees: AnnaRose Cunningham, Alex Gordon, Cliff Moore, Gary Strome, Anna Kelso

Call for Projects

Cunningham reviewed the NFRMPO Call for Projects process. The NFRMPO awards federal funding for three programs: Congestion Mitigation Air Quality (CMAQ), \$5M/year; Surface Transportation Block Grant (STBG), \$4M/year; Transportation Alternatives (TA), \$0.27M/year. Cunningham highlighted project examples for each funding program. Cunningham explained Regionally Significant Corridor (RSCs), which denote where construction projects can occur, as well as Regional Active Transportation Corridors (RATCs) for bicycle and pedestrian trails. The Call for Projects opened in October and closes December 10, with scoring and discussions occurring prior to Planning Council approval in March 2022.

Considerations for the FY2024-2025 Call for Projects included set-asides discussed by NoCo Bike & Ped, TAC, and Planning Council, regional equity for small and large communities, improving and diversifying CMAQ project types, and improving connections to existing NFRMPO plans. Planning Council agreed to set aside \$5M for I-25 and \$50K for RAQC air quality modeling. Cunningham reviewed updated scoring criteria for each funding source, which elaborated on existing scoring and clarified how points should be awarded. Other changes for this Call include holding the Call closer to when the funds are available, requiring applicants to supply Environmental Justice and performance measure analysis worksheets, and adding scoring guidelines to make scoring less subjective.

Scoring committees will meet in December and January, and CAC members will discuss projects at their January meeting. TAC and Council will discuss the Scoring Committee recommendations and approve final projects in the Spring. In the near future, there will be a Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects.

The meeting adjourned at 6:54 p.m. The next meeting date will be January 13, 2021.



January 6, 2022

To: NFRMPO Councilmembers
From: Suzette Mallette, Executive Director
Re: Goals for 2022

It is my honor to serve as the Executive Director of the North Front Range MPO as we start 2022. This year is bringing on some new work tasks with the Greenhouse Gas rulemaking being completed in December of 2021. MPO staff did a truly outstanding job on navigating this effort and it will continue throughout most of 2022 as we accomplish the legislatively directed deadlines.

There are three goals that will be the focus of this next year. The first is the Ride NoCo program. The funding that Council approved for the expansion of the mobility program expires on July 2023. During 2022, the exploration and identification of sustainable funding will be developed. This has been a very successful program in the year it has been in existence. The funding sources and budget will be developed with the Finance Committee and the Mobility Manager, Cory Schmitt.

The second area is the development of Transportation Demand Management in the MPO. Alex Gordon is taking on the Transportation Demand Management (TDM) work for the MPO. This effort will develop strategies and programs that address the needs of the region. The MPO will provide information/support/funding to TDM activities. This includes working with the RAQC on the voluntary Employee Traffic Reduction Program (ETRP) as it is developed and implemented.

The last item is within the TDM realm and is the exploration of advocating for and providing tools to establish Transportation Management Organizations (TMO's). TDM items will be on the MPO website for resources as well as reaching out to the MPO community to discuss the possibilities of such an organization.

I'm also continuing my professional affiliation with the in National Association of Regional Councils (NARC).

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 6, 2022 Greeley	December 2021 Off-Cycle TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To approve the December 2021 Off-Cycle Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The December 2021 TIP Amendment includes two revision requests from the NFRMPO:</p> <ul style="list-style-type: none"> Removing the <i>Weld County CNG Vehicles</i> project from the TIP and returning \$2,200K Federal funding to the CMAQ pool. Removing the <i>Transfort Electric Bus Replacement</i> project from the TIP which was erroneously added as a new project with #2021-A5. <p>The attached December 2021 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
This is the first and only time Planning Council is scheduled to see the December 2021 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the December 2021 Off-Cycle TIP Amendment began on December 8, 2021 and concludes on January 6, 2022.</p> <p><u>Funding Types and Uses</u></p> <p>Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p> <p>FASTER Transit Grants support transit projects with \$15 million every year based on a statutory set aside from the road safety surcharge revenue. Local transit grants are used for projects including the purchase or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.</p>		
Advantages		
<ul style="list-style-type: none"> Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained. 		
Disadvantages		
<ul style="list-style-type: none"> None noted. 		
Analysis/Recommendation		
<ul style="list-style-type: none"> TAC recommended Planning Council approve the December 2021 Off-Cycle TIP Amendment to the FY2022-2025 TIP at their meeting on December 15, 2021 		
Attachments		
<ul style="list-style-type: none"> December 2021 Policy Amendment Form <i>Resolution 2022-01</i> 		

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2021-A12

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 12/8/2021

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Weld County	Federal	CMAQ	-	2,200	-	-	-	-	2,200	-
STIP ID:	SST7007.014	Local	L	-	457	-	-	-	-	457	-
TIP ID:	2020-008		Total	-	2,657	-	-	-	-	2,657	-
Type:	Vehicle Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.										
Revision:	Removing project from TIP. Returning Federal funds to CMAQ pool based on Planning Council resolution #2021-21.										

FASTER Transit

PREVIOUS ENTRY

Title:	Transfort Electric Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	FASTER	-	-	200	-	-	-	200	-
STIP ID:	SST7035.005	Local	L	-	-	50	-	-	-	50	-
TIP ID:	2022-007		Total	-	-	250	-	-	-	250	-
Type:	Transit										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of two new 40' battery electric buses										
Revision:	Removing project from TIP. Funds erroneously added as new project with #2021-A5 and added to existing project STIP ID SST7007.017 with #2021-M9.										

RESOLUTION NO. 2022-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE DECEMBER 2021 OFF-CYCLE AMENDMENT TO THE
FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

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

WHEREAS, the Air Quality Conformity Findings conducted on the FY2022-2025 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2022-2025 TIP; and

WHEREAS, the December 2021 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2022-2025 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2022-2025 TIP by revising the following funding and projects:

- Congestion Mitigation and Air Quality (CMAQ) and Local funding:
 - Removing the *Weld County CNG Vehicles* project from the TIP and returning \$2,200K Federal funding to the CMAQ pool.
- FASTER Transit funding:
 - Removing the *Transfort Electric Bus Replacement* project from the TIP which was erroneously added as a new project with #2021-A5.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of January 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: January 6, 2022

Re: 10-Year Strategic Pipeline of Projects Update

Background

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the *2045 Statewide Plan*.

To ensure the NFRMPO's regional priorities were reflected in CDOT's list, the NFRMPO prioritized projects in the region. A list of 57 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, was compiled from a variety of sources, including: the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members.

A Work Session to prioritize these projects was held on January 16, 2020. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their *2045 Statewide Plan*.

To ensure the Statewide 10-Year list continues to reflect CDOT's priorities and remains a living document, CDOT has begun the process of reviewing the 10-Year Plan. CDOT staff has asked TPRs, MPOs, and CDOT Regions to review their respective lists to ensure any changes to priorities and projects are accurately reflected and that the projects on the list are still the State's top priorities. Working from CDOT's timeline, the deadline for completing this update is January 2022.

NFRMPO staff has reviewed the lists of projects approved by Planning Council in January 2020 and determined none of the NFRMPO 10-Year list projects have been funded or moved forward. Staff presented the list to Planning Council at their November 4, 2021 meeting to ensure the priority corridors represented in the list remained the region's priorities. With confirmation from Planning Council that these corridors remain the NFRMPO's priorities, Staff asked TAC members for their input and feedback on the projects in the list to ensure the priorities of the region are reflected in the NFRMPO's list.

Following the November TAC meeting, Staff developed two lists under two possible scenarios: one with a Public Private Partnership (P3) similar to what is currently being considered by CDOT and one status quo



without a P3. Providing lists under each of these scenarios ensures the NFRMPO's priorities are reflected in either potential scenario.

At their December 15, 2021 meeting, TAC recommended Planning Council approval of the lists for incorporation into the CDOT Region 4 list.

Action

TAC requests Planning Council approve the NFRMPO 10 Year Plan lists at their January 6, 2022 meeting.

ROADWAY PROJECTS <i>WITHOUT a P3 (Public-Private Partnership) on North I-25</i>							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	350.00	1	<u>\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR.</u> Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	3	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	4	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	6	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	7	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	8	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	9	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	10	Split the US34 and WCR17 line item to be broken out by
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	11	Final construction for the ultimate interchange configuration
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/ Berthoud/Larimer County	74.00	12	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

ROADWAY PROJECTS <i>WITH a P3 (Public-Private Partnership) on North I-25</i>							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order**	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	1	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
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**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

***Updated to reflect removal of N I-25 projects*

RESOLUTION NO. 2022-02
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO READOPT THE 10-YEAR PIPELINE OF PROJECTS LIST

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, the Colorado Department of Transportation (CDOT) has asked for an updated 10-year pipeline of projects that will continue to serve as a living list of projects moving forward into the TIP/STIP starting in FY2023; and

WHEREAS, the Planning Council created a Tier 1 project list in at their January 16, 2020 work session; and

WHEREAS, the Planning Council has reaffirmed the projects on the Tier 1 project list remain the NFRMPO region’s priorities; and

WHEREAS, the Planning Council has reaffirmed the projects on the Tier 1 project list in the event of a future Public Private Partnership (P3) between CDOT and a private entity and have affirmed the creation of two lists in the event of this potential future partnership.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the Tier 1 prioritized lists of projects that are of regional and statewide significance and are included on the attached tables.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of January 2022.

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
January 6, 2022 Greeley	2018-2022 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
To discuss supporting the 2018-2022 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2018-2022 period by February 27, 2022. CDOT set statewide Targets for 2018-2022 for the National Safety Measures in August 2021. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or B. Set Targets specific to the NFRMPO region. <p>The statewide Targets set by CDOT for the 2018-2022 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 597 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.093 • Number of Serious Injuries – 3,194 • Rate of Serious Injuries per 100M VMT – 5.846 • Number of Non-motorized Fatalities and Serious injuries – 571 		
Committee Discussion		
<p>This is the first time Planning Council is discussing the 2018-2022 Safety Targets. TAC Discussed the Safety Targets at their meeting on December 15, 2021</p> <p>The 2017-2021 safety targets set by CDOT were approved by the NFRMPO Planning Council at their January 7, 2021 meeting and included:</p> <ul style="list-style-type: none"> • Number of Fatalities – 603 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.113 • Number of Serious Injuries – 3,161 • Rate of Serious Injuries per 100M VMT – 5.828 • Number of Non-motorized Fatalities and Serious injuries – 551 		
Supporting Information		
<ul style="list-style-type: none"> • Targets for the safety performance measures are set based on a rolling 5 year average. • CDOT analyzed historic crash data to predict 2022 numbers, but the increase in fatalities and decrease in travel volume in the pandemic year of 2020 were deemed too uncertain in predicting the number of fatalities and serious injuries in future years. CDOT executive leadership directed that calendar year 2019 actual numbers be used to set the 2018-2022 Targets. • Due to data quality issues, CDOT has not been able to provide the NFRMPO with fatal and serious injury data for the year 2020. • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets. • The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually. • The NFRMPO's Targets for 2018-2022 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP). 		

Supporting Information Continued
<ul style="list-style-type: none"> The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.
Advantages
Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
Disadvantages
The State Safety Targets do not reflect performance specific to the NFRMPO region.
Analysis/Recommendation
Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2018-2022 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.
Attachments
<ul style="list-style-type: none"> None