



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
October 6, 2022

<u>In-Person Attendance Option</u> Weld County Administration Building, Events Center 1150 O Street Greeley, CO 80631	<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 – September 1, 2022 (Page 8)

Public Hearing

- | | | |
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| 3) Air Quality Conformity for the 2045 Regional Transportation Plan (RTP) 2022 Update | Becky Karasko – Transportation Planning Director | 6:05 |
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Lead Planning Agency for Air Quality Agenda REPORTS:

- | | | |
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| 4) Air Pollution Control Division (APCD) | (Handout) | |
| 5) Regional Air Quality Council (RAQC) | (Handout) | |
| 6) NFRMPO Air Quality Program Updates | Becky Karasko | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

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| 7) Report of the Chair | Will Karspeck - Council Chair, Town of Berthoud | 6:20 |
| 8) HR Committee Report | Mark Clark - HR Committee Chair, City of Evans | 6:25 |
| 9) Executive Director Report | Suzette Mallette - Executive Director | 6:30 |
| 10) TAC (Page 12) | (Written) | |
| 11) Mobility | (Handout) | |
| 12) Finance (Page 13) | (Written) | |
| 13) Community Advisory Committee (CAC) (Page 16) | (Written) | |
| 14) VanGo™ Dashboard (Page 17) | (Written) | |

PRESENTATION:

- | | | |
|--|---------------------------------|------|
| 15) Ride NoCo Trip Planning Tool (Page 19) | Cory Schmitt – Mobility Manager | 6:35 |
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CONSENT ITEM:

- | | | |
|---|--|------|
| 16) VanGo™ Policy Changes (Page 22) | Shane Armstrong – Operations Services/Fleet Management | 6:50 |
| 17) Air Quality Conformity Resolution 2022-27 (Page 26) | Becky Karasko | |



ACTION ITEMS:

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|--|---------------|-------|
| 18) NFRMPO Greenhouse Gas (GHG) Transportation Report Resolution 2022-28 (Page 29) | Becky Karasko | 6:55 |
| 19) 2045 Regional Transportation Plan (RTP) 2022 Update Resolution 2022-29 (Page 32) | Becky Karasko | 7 :00 |

DISCUSSION ITEMS:

- | | | |
|---|---|------|
| 20) FY2022 TIP Delay Review (Page 41) | AnnaRose Cunningham - Transportation Planner II | 7:05 |
| 21) Link NoCo Study Recommendations (Page 44) | Alex Gordon - Transportation Planner III
Chris Proud - HDR | 7:15 |
| 22) Records Retention Policy (Page 56) | Suzette Mallette | 7:35 |

COUNCIL REPORTS:

- | | | |
|---|---|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | 7:40 |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| STAC Report (Page 57) | (Written) | |
| I-25 Coalition | Scott James – Council Vice Chair, Weld County Commissioner | |
| US34 Coalition | Scott James | |
| Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | Kristin Stephens – Larimer County Commissioner | |
| Front Range Passenger Rail District | Will Karspeck
Johnny Olson – City of Greeley Councilmember | |
| Host Council Member Report | Scott James | 7:50 |

MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 7:55 |
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MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Mike Grace, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

Alternate- TBD

City of Fort Collins

Jeni Arndt, Mayor

Alternate- Tricia Canonico, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

John Mallo, Councilmember

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

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

**September 1, 2022
Hybrid Meeting**

Voting Members Present:

Will Karspeck -Chair	-Berthoud
Scott James – Vice Chair	-Weld County
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Tricia Canonico	-Fort Collins Alternate
Paula Cochran	-LaSalle
Liz Heid	-Eaton
Jon Mallo	-Loveland
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Mark Clark	-Evans
Jessica Ferko	-APCD
Lisa Laake	-Timnath
Troy Mellon	-Johnstown

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Manager; **Rachel Stillwell**, Accountant; **Alex Gordon**, Transportation Planner III; **AnnaRose Cunningham**, Transportation Planner II; **Jerome Rouser**, Transportation Planner I; **Sheereen Ibtesam**, Outreach Specialist

In Attendance: Dan Betts; Eric Bracke; Rich Christy; Wayne Chuang; Dan Dean; Jamie Grim; Nicole Hahn; Will Jones; Katrina Klobberdanz; Dean Klingner; Dave Klockeman; Jon Murray; Elizabeth Relford; Jan Rowe; Mike Silverstein; Robin Stoneman; James Usher

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

Public Comment:

No public comment was provided.

Move to Approve Agenda and Minutes

Rennemeyer **moved** to *APPROVE THE SEPTEMBER 1, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Olson and **passed** unanimously.

Baszler **moved** to *APPROVE THE AUGUST 4, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Silverstein stated the State Implementation Plan (SIP) was approved by the RAQC Board and further explained the SIP approval process. Silverstein reviewed the progress that has been made to achieve the 2008 and 2015 ozone standards. Reformulated gasoline will be required once the more severe nonattainment area is set by EPA. EPA projects the region meeting the 2008 standard by 2027 but will not meet the 2015 standard by 2024. James asked to clarify what issues exist at the NREL station because it is consistently out of compliance. Silverstein stated the same issues exist at NREL as the other sites. James asked to clarify if the focus for the SIP is NO_x or VOCs. Silverstein stated NO_x is the focus. Lawn and garden will be a priority because there is the ability to electrify. RAQC is not currently proposing new strategies compared to the previous SIP. Olson asked to clarify what happened in 2017 regarding the extension for the ozone standard. Silverstein explained Governor Hickenlooper requested a one-year extension to meet the standard, but Governor Polis rescinded the request. The region did not attain in that year, meaning the one-year extension would have not helped meet the standard. Olson asked to clarify why 2020 did not see a reduction despite the reduced vehicle miles traveled (VMT). Silverstein explained the reduction in VMT was temporary and there were significant wildfires. Mallette asked if electric vehicles are accounted for in the SIP. Silverstein stated the SIP is short-term and benefits from EVs will take time. Heid asked if electrification recategorizes emissions from one category to another. Silverstein noted the SIP relies on what is currently happening.

NFRMPO Air Quality Program Updates

Karasko referred to the NFRMPO's greenhouse gas fact sheet in the Council packet. The Conformity Determination document is out for public comment, and a public hearing will be held prior to the October 6, 2022 Planning Council meeting. Bracke suggested sharing the fact sheet with CDOT.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck yielded his time to Councilmember Mallo, who highlighted Dave Klockeman, the retiring City Engineer for Loveland.

Executive Director Report

Mallette highlighted the Bike & Ped Safety Reporter Tool and the NoCo Shift Your Ride Challenge. Mallette introduced Rachel Stillwell, the NFRMPO's new Accountant.

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.

VanGo™ Dashboard

A written report was provided.

CONSENT AGENDA:

Stephens **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by James and **passed** unanimously. The consent agenda included one item:

- 2nd Quarter Unaudited Financials

ACTION ITEMS:

Amendments to Articles of Association

Mallette reviewed the updates to the Articles of Association. Mallette noted CDOT did not want to have a transit representative in the Articles of Association.

James **moved** to amend the *ARTICLES OF ASSOCIATION RESOLUTION NO. 2022-25* as presented. The motion was **seconded** by Canonico and **passed** unanimously.

Revised FY2019 MMOF Project Extension Requests

Cunningham stated Planning Council approved six MMOF projects at the August 2022 meeting, and one project was not included. Cunningham stated the *Greeley No. 2 Ditch Trail* project is requesting an extension.

Rennemeyer **moved** to approve the *REVISED 2022 MMOF CALL FOR PROJECTS, RESOLUTION NO. 2022-22*. The motion was **seconded** by Baszler and **passed** unanimously.

Off-Cycle August 2022 TIP Amendment

Cunningham reviewed the August Off-Cycle TIP Amendment, which included seven revisions from CDOT and the NFRMPO. The 30-day public comment started on August 10 and will end on September 8. TAC discussed the amendment and recommended Planning Council approval.

Rennemeyer **moved** to approve the *OFF-CYCLE AUGUST 2022 TIP AMENDMENT, RESOLUTION NO. 2022-26*. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEMS:

2045 RTP Update and Greenhouse Gas (GHG) Analysis

Mallette explained NFRMPO staff has been working on the GHG Transportation Report and will be presenting to the Transportation Commission (TC) on September 14, 2022. Karasko reviewed the draft presentation that will be taken to TC. Mallette noted the NFRMPO uses a four-step model, while DRCOG and CDOT use an Activity Based Model (ABM). Bracke noted TC has allocated funding to MPOs to upgrade their models and will want to contextualize how that funding is being used. Karasko noted the update for the 2050 RTP will start soon, and NFRMPO staff will complete the GHG process over the next year. Bracke stated the NFRMPO should take credit for the work being done in the region. James asked what the GHG Planning Standard is. Karasko noted the GHG Planning Standard is the official name of TC's GHG Transportation Rule. Councilmembers discussed the question about whether the region cares about air quality. Councilmembers agreed storytelling is important and the region does care about air quality.

LinkNoCo Study Recommendations

Gordon stated the consultant will be at the October Council meeting to discuss the recommendation. TAC will discuss the recommendations prior to the next Council meeting.

VanGo™ Update & Policy Modifications

Mallette reviewed the VanGo™ program, especially how COVID-19 has impacted the program. VanGo™ instituted policies during COVID to support riders, including waiving the seat reservation fee, reducing the minimum occupancy limits, modifying the reduced-schedule participation, adding a ¼-time option, and

increasing the coordinator stipend. Staff is recommending maintaining the COVID policies, except for waiving the seat reservation fee, and proposing a dynamic minimum occupancy, changing the reduced schedule, and adapting the coordinator stipend depending on the number of riders per vehicle. The program plans to purchase 10 vans in 2023 and invest in outreach strategies. Revenue for these strategies will come from fares, van sales, and the Fort Collins sales tax exchange funds.

COUNCIL REPORTS:

Transportation Commission – CDOT is working on finalizing the CDOT 10-Year Plan update. Bracke is interested in data from the Free Fare for Better Air month in August. Bracke stated TC is working on coming up to Northern Colorado to see North I-25 progress.

CDOT R4 Update – A written report was included.

STAC Report – A written report was included.

Front Range Passenger Rail District – The District is planning a retreat for members in September.

Host Council Member Report – Progress is being made on S Timberline Rd., south of Harmony Road into an arterial with multimodal improvements. Linden Street opened after a complete rebuild into a convertible street with reduced parking, more space for outdoor dining, and better lighting. The Lemay Avenue Railroad Overpass was selected as a winner in the Mountain States awards.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions
None.

The meeting was adjourned at 8:26 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 21, 2022**

APPROVAL OF THE AUGUST 17, 2022 TAC MINUTES

Relford moved to approve the August 17, 2022, TAC minutes. Oberschmidt seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Chuang stated the end of the Ozone season is near, and this season has had 35 days where ozone was over 70 parts per billion and 17 days where ozone was over 75 parts per billion. There were 46 action alert days. The Air Quality Control Commission (AQCC) will be holding a hearing on the ozone SIP in December.

Karasko noted there will be a public hearing on the conformity determination during the October 6th Planning Council meeting.

ACTION ITEMS

2045 RTP 2022 Update – Karasko stated the 2045 RTP 2022 Update was opened for public comment from August 19th to September 17th. The update includes all the work that was done while preparing the Greenhouse Gas (GHG) Transportation Report. Approval of this Update will be an action item at the October 6th Planning Council meeting. White moved to recommend Planning Council approval of the 2045 RTP 2022 Update. Oberschmidt seconded the motion, and it was approved unanimously.

NFRMPO Greenhouse Gas (GHG) Transportation Report- Karasko noted the GHG Transportation Report was out for public comment and received some comments which were incorporated into the report. The report was presented during the September Transportation Commission workshop and was approved by the Transportation Commission.

Relford moved to recommend Planning Council approval of the NFRMPO GHG Transportation Report. White seconded the motion, and it was approved unanimously.

DISCUSSION ITEMS

FY2022 TIP Project Delay Review – Cunningham stated the NFRMPO conducts a TIP project delay review every year to ensure funds are being used effectively. Cunningham outlined the six projects subject to the review. TAC members provided context on the delayed projects in their jurisdictions.

LinkNoCo Study Recommendations - Proud outlined the process undertaken to complete the LinkNoCo study, a Planning Council initiative. The three recommended corridors are Greeley to Loveland via US34; Windsor to Loveland via WCR 17 and US34; and Fort Collins to Greeley via the Great Western Railway. The study outlined possible infrastructure upgrades to these corridors to accommodate new transit along these corridors and possible Intergovernmental Agreement (IGA) options and funding opportunities with each potential option. TAC members provided feedback on the presentation and the recommendations.

OUTSIDE PARTNERS REPORTS

Regional Transit Agencies – Kelly noted that Transfort ridership in August has increased by 14 percent from last August. FLEX ridership increased by 28 percent. Schmitt stated that GET ridership increased by 38 percent and COLT was near pre-pandemic ridership.

FINANCE COMMITTEE REPORT

- Finance Committee met on September 22, 2022
- The committee reviewed Indirect Cost Rate increase to 89.75 % for 2022, awaiting CDOT approval.
- Ride NoCo program Quarterly Review and demonstration of trip discovery software
- The committee approved a 4% salary market adjustment for the MPO staff effective 10/1/2022. This is budget neutral.
- The committee approved a Ride NoCo Outreach budget adjustment. This is budget neutral that moves funds from the salary line to the Outreach line in the amount of \$6,500

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

September 22, 2022

3:00 p.m.

Microsoft Teams

Members	Staff
Scott James	Suzette Mallette
Johnny Olson	Cory Schmitt
Mark Clark	Barbara Bills
Kristin Stephens	Michelle Edgerley
	Rachel Stillwell

The meeting was called to order by James at 3:02 p.m.

Approval of Minutes:

Clark made the motion to approve the August 19, 2022, meeting minutes, and Olson seconded.

Indirect Cost Rate for 2022:

Edgerly discussed the data that the Indirect Cost Rate (IDC) is based on, indirect expenses and direct costs. She explained that CDOT will use the prior two years of audited financials to determine if the rate we proposed, 89.75%, is appropriate.

Ride NoCo Update:

Instead of just giving the Committee an update, Schmitt briefly demonstrated the RideNoCo Trip Discovery Tool. The tool, which was released in Phase two, will allow individuals to plan trips throughout the region utilizing public transit, human service transportation providers, walking, and biking transportation modes.

Salary Market Adjustment:

Due to the rising cost of gasoline, housing, and food, Mallette made the recommendation that the MPO staff receive a 4% market adjustment.

Olson moved to approve the increase and Stephens seconded. All approved and the motion passed.

Ride NoCo Budget Adjustment:

Mallette explained that because of an oversight in budgeting, not enough funds were put toward Outreach in the Ride NoCo budget as noted in the 2nd quarter 2022 unaudited financials, actual expenses have exceeded the budgeted amount. She recommends that we transfer \$6,500 from the Ride NoCo Salary line to Outreach as the program has substantial funding.

Olson moved to accept the recommendation and Clark seconded. All approved and the motion passed.

The meeting was adjourned at 3:35 p.m.

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

September 8, 2022

Attendees: Cindy Beemer, Jimmy Jones, Diego Lopez, Brad Ragazzo, Gary Strome, York

Staff: Alex Gordon, AnnaRose Cunningham, Jerome Rouser

Public Involvement Plan

Cunningham reviewed the discussion from last month about the Public Involvement Plan (PIP) and focused on how to define success for the agency and members of the public. The group discussed the need for in-person and virtual options, interpretation, and including and compensation diverse populations. The PIP will be released for a 45-day public comment period on September 21, 2022 prior to discussion with the NFRMPO TAC and Planning Council.

2050 Regional Transportation Plan: Performance Measures

Cunningham provided updates on the vision statement and discussed the priority of economic vitality and quality of life. Cunningham reviewed the four goal areas: regional health, mobility, multimodal, and operations, which correspond with federal and regional performance measures. York suggested including Bustang in fixed-route revenue hours per capita within service areas. The group asked for more information about Peak Hour Excessive Delay (PHED), resiliency, and energy needs. York asked if Transportation Incident Management (TIM) should include all multimodal transportation, not just roadways. Ragazzo asked how funded projects will be evaluated for meeting the performance measures and targets. Cunningham stated this is something in discussion, and Gordon added this is something that can be done through the Travel Demand Model.

2050 Regional Transportation Plan: Vision Plans

Gordon reviewed the Vision Plans from the 2045 RTP and the updated regional corridors for the 2050 RTP. York recommended reference multimodal visions by corridor to highlight some corridors are covered by RSCs, RTCs, and RATCs.

Roundtable

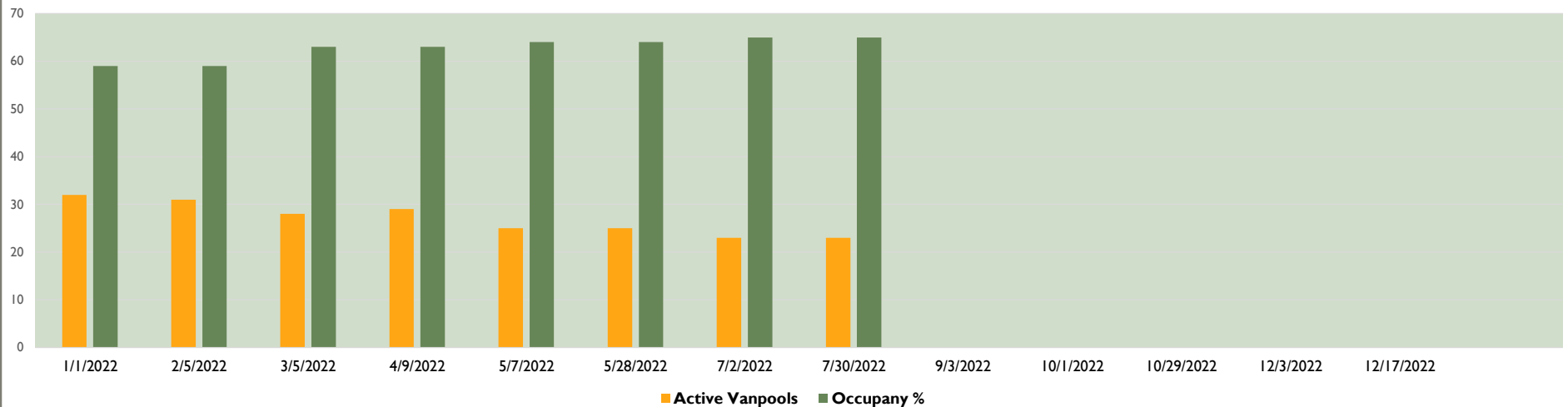
Cunningham reviewed the upcoming public comment periods and events coming up, including the 2045 RTP 2022 Update, the 2022 PIP, and LinkNoCo, as well as the NoCo Shift Your Ride Challenge. Future CAC topics include LinkNoCo, RideNoCo, walk audits, Shift Your Ride, Bike & Ped Safety Reporter Tool, and the 2050 RTP.

The meeting adjourned at 7:20 p.m.

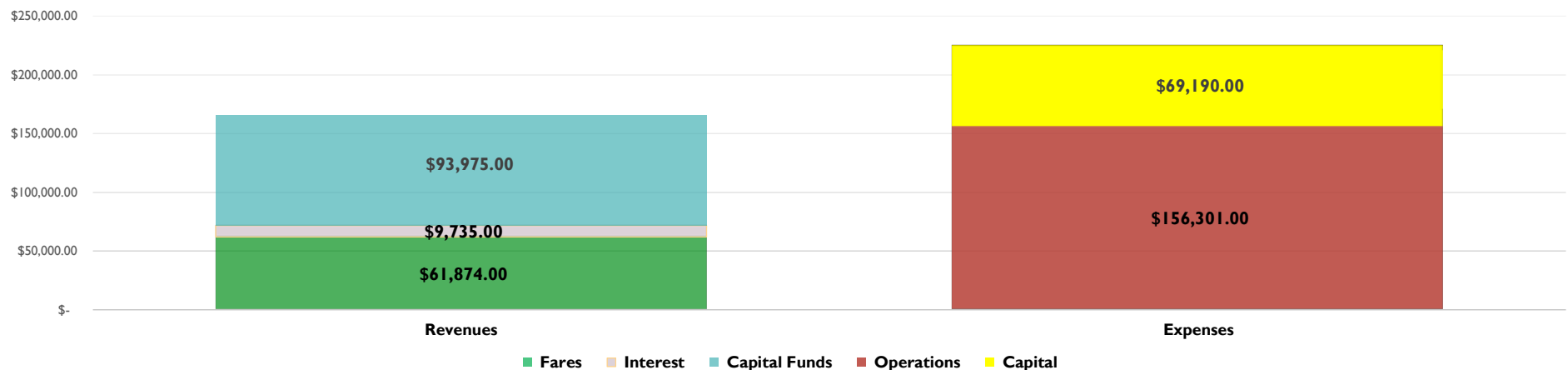
VanGo Vanpool Program 2nd Quarter Stats Year-to-Date



Active Vanpools & Occupancy Rate

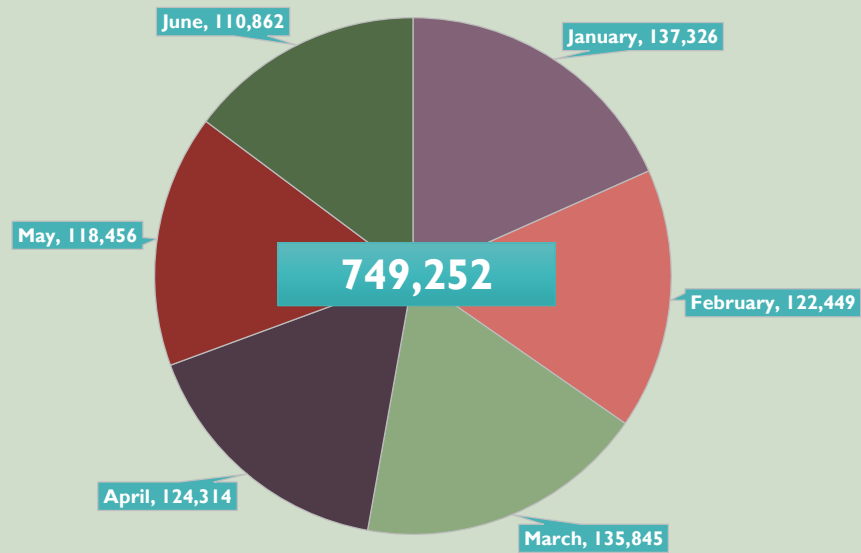


Revenue/Expenses Year-To Date

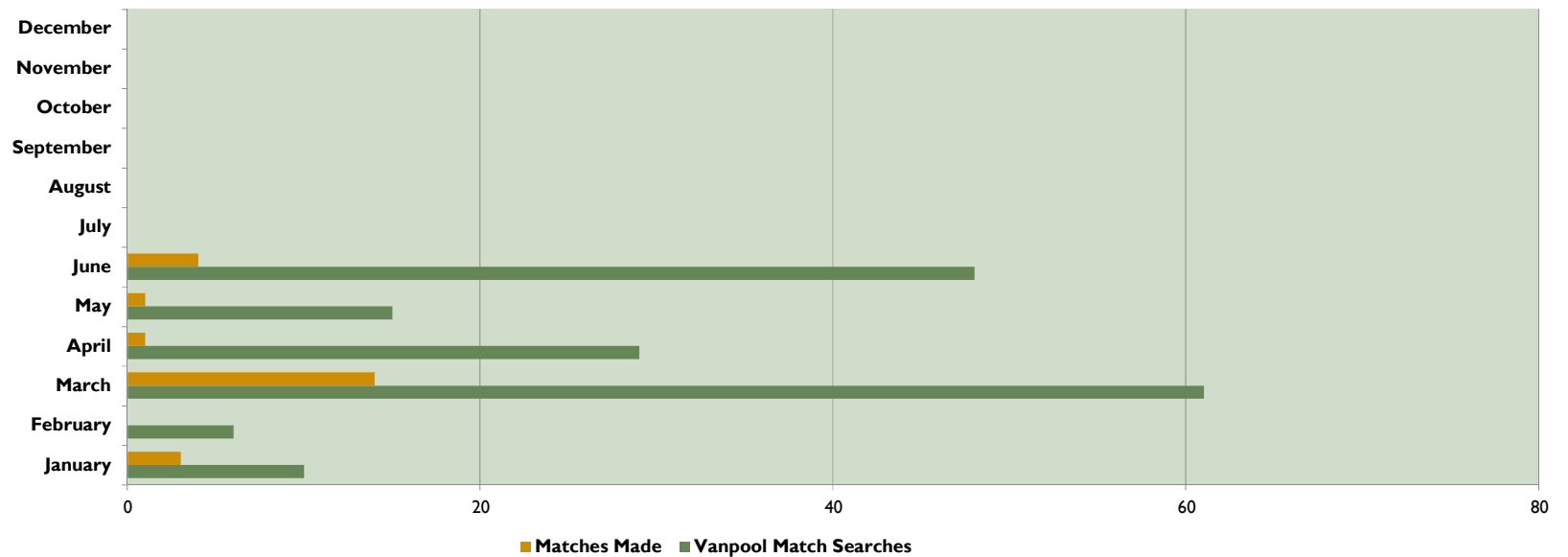


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.

Miles Saved-Year to Date:



Match Search Tracking www.vangovanpools.org





1

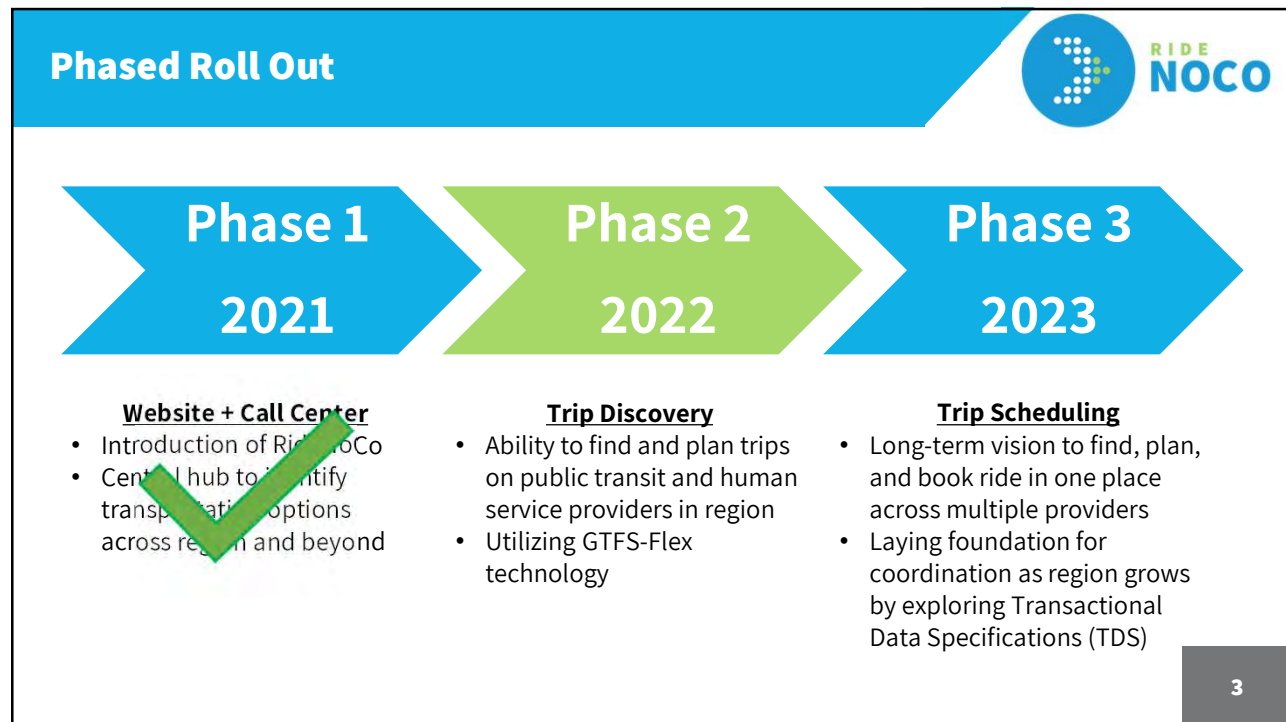
Connecting You & Northern Colorado

Connecting You & Northern Colorado embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for older adults, individuals with disabilities, lower income individuals, and people who may not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.


2

2



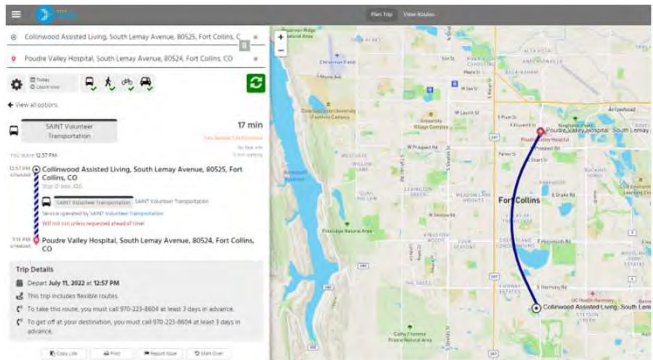
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Phase 2: Trip Discovery Tool



- Utilizes GTFS-Flex to incorporate “demand-response” providers into trip planner**
- Providers in Planner:**

Transfort	City of Loveland Transit (COLT)
Greeley-Evans Transit (GET)	Berthoud Area Transportation System (BATS)*
Bustang	Estes Transit
SAINT*	RAFT*
60+ Ride*	Via Mobility
RTD	SPIN e-scooters/e-bikes
Rocky Mountain National Park Shuttles	



*GTFS-Flex Databases created by Trillium as part of Trip Discovery project

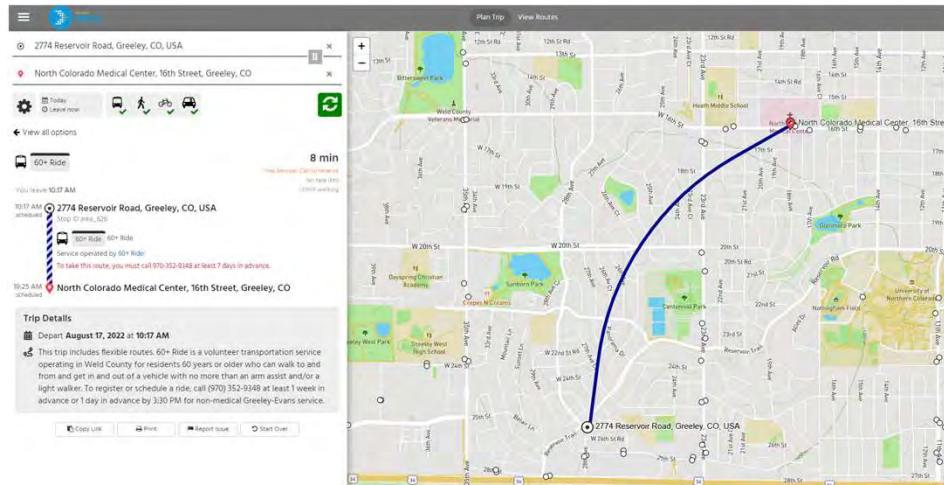
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4

Trip Discovery Tool Demo



- Inclusion of volunteer providers alongside public transit agencies is a first-of-its-kind in US



5

5

Connect with the RideNoCo Team



Cory Schmitt
Mobility Manager
cschmitt@nfrmpo.org
(970) 999-0072

Hanna Johnson
Mobility Coordinator
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RideNoCo
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(970) 514-3636

6

6



MEMORANDUM

To: NFRMPO Planning Council

From: Shane Armstrong

Date: October 6th, 2022

Re: VanGo™ Policy Change

BACKGROUND

The VanGo™ program has been around since the mid 1990's when it was started at the City of Fort Collins and was later taken over by the NFRMPO. The COVID-19 pandemic presented new challenges for the program which it now seeks to grow out of and into the 'new' work environments.

VanGo™ Policy Change effective 1/1/2023

At the September 1, 2022, NFRMPO Council meeting, proposed changes to the program were discussed and supported by the Council. These policy changes will be changed in the corresponding policy documents that include Fare and Payment Policy, Coordinator Agreement, and Reduced Schedule Agreement. The documents are attached, and changes outlined below.

- Dynamic minimum occupancy (route dependent)
- Change Reduced Schedule Option from 2 static days per week to any 10-days a month and add ¼ time option—any 5-days during a month
- Coordinator stipend \$50 for routes with 4+ participants, \$30 for Reduced-Schedule Coordinators or routes with less than 4 participants.

ACTION

VanGo™ seeks Council approval to change policy to reflect the items discussed at the September 1st, 2022, NFRMPO Council meeting



2022~~20~~ Coordinator Agreement Form

In exchange for a ~~\$30~~ monthly fare reduction, the Vanpool Coordinator agrees to perform the following duties for their route:

1. Maintain and submit **monthly ridership and mileage logs**, seatbelt logs, and annual or biannual individual passenger mile logs.
2. Act as the point of contact for **new and prospective riders**, explaining the van route, schedule, and any day-to-day operational rules.
3. Actively pursue new riders to ensure your route is running at capacity.
4. Scheduling the vans every ~~100007000~~ miles for required **preventative maintenance when the van is within 700 miles**. Allowing for two weeks notice to the maintenance facility.
5. Ensure that the **day-to-day operational rules** (established by majority vote of the vanpool members) are followed.
6. **Foster and facilitate cooperation and communication among riders and drivers.**
7. **Notify the VanGo™ office** of all route and ridership changes within (2) days of the change. The route schedule must remain consistent.
8. Notify the VanGo™ office immediately of any damage to or accidents involving the van and promptly submit an Incident Report and pictures.
9. Ensure that the interior and exterior of the van are cleaned at least once a month or as needed.
10. Ensure that the van is not driven more than 150 miles per month for personal use.
11. Complete and submit Parking Waivers in accordance with VanGo™ Program policy.
12. Work with riders to establish and periodically review the VanGo™ program's emergency plan, including maintaining emergency contact information for all riders and establishing a communication plan among riders for use during adverse weather.
13. Ensure the VanGo™ program is reimbursed for tolls accrued by their vanpool, collecting payment from their vanpool partners and obtaining a transponder as necessary. Tolls will be invoiced to the coordinator as they are received by VanGo™.
14. Ensure that the VanGo™ program is promptly reimbursed for any lost keys for the assigned or backup vans .

Every VanGo™ vanpool is required to have a van coordinator. If the vanpool has four (4) or more riders the Coordinator stipend will be \$50, if less than 4 riders, or if the Coordinator is on a reduced-schedule fare, the stipend will be \$30.

The VanGo™ program can rescind the Coordinator monthly fare discount and reassign these responsibilities at will, or in the event that the Coordinator Responsibilities are not adequately performed.

This Coordinator Agreement is hereby approved and accepted:

Coordinator name: _____

Route #: V _____

Signature: _____

Effective Date: ____/____/20__



2022~~20~~ VanGo™ Vanpool Services Fare and Payment Policies

Fare Calculation

VanGo™ calculates fares using the vanpool participant's pick-up location and the drop-off location within zones, using a Geographic Information System (GIS) mapping program. VanGo™ provides vanpool participants opportunity to comment on fare changes and thirty (30) days' advance written notice of an increase/decrease in monthly fares.

- **Targeted Seating Capacity**
 - Fares are based on a targeted seating capacity of six (6) riders for the vans.
- **Minimum Ridership and Boundary Guidelines for New Routes**
 - ~~A minimum of four (4) riders are required to begin a new vanpool route. (This minimum is evaluated annually)~~
 - All routes must originate or terminate within the North Front Range Metropolitan Planning Organization's boundaries.
- **Minimum Ridership for Existing Routes**
 - ~~Minimum ridership shall be a managed process by the VanGo™ program and may fluctuate based on various factors. A vanpool route may be discontinued if the ridership drops below four (4) riders for more than three (3) months. After three (3) months of a van having less than four (4) riders, the group will have the option of paying for the value of the seat(s) to cover the equivalent of four (4) riders. This value is the average of the remaining riders' fares divided by the # of riders. Routes may also be discontinued due to a lack of riders at the VanGo™ program's discretion.~~
 - **Prorated Fares for Start and Cancellation Dates**

Vanpool participants who begin their participation between the 1st -15th of the month will be charged a full monthly fare. If the new vanpool participant begins riding from the 16th -31st of the month, they will be charged 50% of the monthly fare.

Vanpool participants are required to provide fifteen (15) calendar days' prior notice to targeted end date. Vanpool participants whose last day of riding falls between the 1st -15th of the month will be charged half fare if they notify the program fifteen (15) calendar days in advance of the 1st of the month. If a vanpool participant discontinues riding between the 16th -31st of the month, VanGo™ will charge full fare if they notify the program fifteen (15) calendar days in advance. The vanpool participant will be responsible for all charges until the fifteen (15) day notification is provided.

Vanpool Invoice Date

VanGo™ will invoice participants for their fares on or around the 20th of the month for the following month. Payment is expected on or before the first of the month. Payment is late and will be assessed a late fee after the 5th of the month.

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Reduced Schedule Participant Agreement Form

1. The reduced schedule fare is 50% of a regular fare for any 10-days within a month or 30% of the regular fare for any 5-days within a month.
- ~~2. No reduced schedule participant shall use the VanGo™ service more than twice in any given week.~~
- ~~3. No Reduced schedule Participant will be allowed to use the VanGo™ service on non-scheduled days.~~

~~I agree that the following days will be my designated days (circle two):~~

Initials: _____ ~~Monday~~ ~~Tuesday~~ ~~Wednesday~~ ~~Thursday~~ ~~Friday~~

- ~~4. No vanpool group may have more than two reduced schedule participants per day, up to a maximum of four reduced schedule participants.~~

~~5.2.~~ No month shall be pro-rated between part- and full-time fares due to a change in ridership schedule. A month may only be split between full and reduced schedule fares if a reduced schedule participant changes to full-time to avoid being replaced by a full-time participant.

~~6.3.~~ Vanpool participants (including reduced schedule participants) are required to provide fifteen (15) calendar days' prior notice to targeted end date or change in designated days. (Example: If the participant intends to stop riding on February 1st, they must notify the VanGo™ staff by January 16th.)

~~7.4.~~ Preference will be given to full-time participants.

a. If a potential full-time participant is found for the van, a current reduced schedule participant may elect to pay a full-time fare to avoid being replaced by the potential full-time participant.

b. Reduced schedule participants will be given 15 calendar days' notice before being replaced by the potential full-time participant.

~~8.5.~~ A reduced schedule participant who only participates 5-days per month may not serve as the Coordinator for the vanpool group.

~~9.6.~~ The reduced schedule participant must abide by all other terms and conditions of the Participant Agreement and the Fare and Payment Policies.

The VanGo™ program reserves the right to rescind the reduced schedule participant monthly fare discount at will, or in the event that reduced schedule ridership creates hardship for full-time participants.

I, the undersigned, hereby approve and accept the preceding terms and conditions:

Reduced schedule Vanpooler Name: _____

Van #: _____

Signature: _____

Effective Date: ____/____/20 __

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 6, 2022 Weld County	Air Quality Conformity **CONSENT**	Becky Karasko
Objective/Request Action		
To approve the air quality Conformity Determination for the <i>2045 Regional Transportation Plan (RTP) 2022 Update</i> . The Determination also applies to the NFRMPO's FY2023-2026 Transportation Improvement Program (TIP), a portion of the Upper Front Range (UFR) <i>2045 RTP</i> , and a portion of the FY2023-2026 Statewide TIP (STIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> 1. The Conformity Determination for the <i>2045 RTP 2022 Update</i> meets the federal air quality requirements for ozone and carbon monoxide (CO). 2. Because the <i>2045 RTP 2022 Update</i> contains new projects a new regional emissions analysis (REA) was conducted. <ul style="list-style-type: none"> • The REA demonstrates the <i>2045 RTP 2022 Update</i> and associated TIPs do not exceed the budgets established in the Moderate Ozone State Implementation Plan (SIP) in any of the staging years. • An REA is not included for CO because transportation plans and programs in CO limited maintenance plan areas are presumed to automatically satisfy the emissions budget test requirement. 3. The Determination also covers the portion of the Upper Front Range Transportation Planning Region (UFRTPR) within the Northern Subarea, including such portion of their 2045 RTP and the Colorado Department of Transportation's (CDOT) FY2023-2026 STIP. 		
Committee Discussion		
None.		
Supporting Information		
<ul style="list-style-type: none"> • The Conformity Determination demonstrates the TIP will not: <ul style="list-style-type: none"> ○ Create new violations of the National Ambient Air Quality Standards (NAAQS); ○ Increase the frequency or severity of NAAQS violations; or ○ Delay timely attainment of the NAAQS or achievement of any interim milestone. • The Interagency Consultation Group (ICG) concurred on the following two elements of the conformity determination: <ul style="list-style-type: none"> ○ Using the routine conformity process identified in the Air Quality Control Commission's (AQCC's) Regulation 10. • The public comment period for the conformity determination opened on August 27 and closed on September 25, 2022. No comments were received. • See the full report online: https://nfrmpo.org/wp-content/uploads/2022-conformity-rtp-082622.pdf. 		
Advantages		
Approval of the Conformity Determination allows the Planning Council to adopt the <i>2045 RTP 2022 Update</i> .		

Disadvantages
None noted.
Analysis/Recommendation
NFRMPO staff recommends Planning Council approve the Conformity Determination.
Attachments
<ul style="list-style-type: none"> • <i>Resolution No. 2022-27</i>

Rev. 11/28/2018

RESOLUTION NO. 2022-27
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE CONFORMITY DETERMINATION FOR THE NFRMPO 2045 REGIONAL TRANSPORTATION
PLAN (RTP) 2022 UPDATE

WHEREAS, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, a portion of the City of Fort Collins is currently designated as a maintenance area for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the NFRMPO boundary, but are contained within the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area was expanded in December 2021 to include all of Weld County to the state line; and

WHEREAS, the NFRMPO is required to update the 2045 RTP to be in compliance with the State of Colorado GHG Planning Standard; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the FY2023-2026 TIP, the 2045 RTP 2022 Update, a portion of the Upper Front Range 2045 RTP, and a portion of the Colorado FY2023-2026 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

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

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: October 6, 2022

Re: NFRMPO Greenhouse Gas (GHG) Transportation Report

Background

The NFRMPO's *GHG Transportation Report* demonstrates the 2045 Regional Transportation Plan (RTP) 2022 Update complies with Colorado's greenhouse gas (GHG) Transportation Planning Standard ("GHG Planning Standard"). The 2045 RTP 2022 Update was developed to meet the October 1, 2022 deadline specified in Colorado Revised Statutes §43-4-1103 and the Code of Colorado Regulations ([2 CCR 601-22, Section 8.02.5.1](#)).

The GHG Transportation Report was open for the 30-day public comment period from August 19, 2022 through September 17, 2022. Three comments were received and incorporated as applicable.

The full NFRMPO GHG Transportation Report may be accessed here: <https://nfrmpo.org/wp-content/uploads/2045-rtp-greenhouse-gas-report-09272022.pdf>.

Action

TAC recommends Planning Council Adoption of the NFRMPO GHG Transportation Report through ***Resolution 2022-28***.

RESOLUTION NO. 2022-28
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE NFRMPO GREENHOUSE GAS (GHG) TRANSPORTATION REPORT

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, Colorado Senate Bill 21-260 specified implementing relevant measures pursuant to § 25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process; and

WHEREAS, Colorado Senate Bill 21-260 also required, under § 43-4-1103, that CDOT shall update their 10-Year Plan and the Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) shall update their RTPs and meet the reduction levels in Table 1 by October 1, 2022; and

WHEREAS, on December 16, 2021 the Transportation Commission adopted updated Planning Rules, which included greenhouse gas reduction levels for CDOT in non-MPO areas, DRCOG, and NFRMPO; and the Transportation Commission adopted Policy Directive No. 1610 on May 19, 2022, which guides implementation of the Planning Rules and use of GHG Mitigation Measures; and

WHEREAS, the NFRMPO completed the 2045 RTP 2022 Update and provided the GHG Transportation Report containing a GHG emissions analysis, to the Transportation Commission at least 30 days prior to adoption by the Planning Council or the 2045 RTP 2022 Update in accordance with the Planning Rules demonstrating 2045 RTP 2022 Update is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

WHEREAS, under Rule 8.05 of the Planning Rules, the Transportation Commission, within 30 days of receipt of the GHG Transportation Report or at the next regularly scheduled Transportation Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures needed for compliance; and

WHEREAS, on August 16, 2022, the Transportation Commission received the NFRMPO’s GHG Transportation report and on September 15, 2022 concluded the NFRMPO will achieve the required reduction levels under the Planning Rules and found the NFRMPO’s GHG Transportation Report to be in compliance with the Planning Rules;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the NFRMPO Greenhouse Gas (GHG) Transportation Report, for the 2045 RTP Update.

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

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: October 6, 2022

Re: 2045 Regional Transportation Plan (RTP) 2022 Update

Background

The NFRMPO is required to update the 2045 RTP to comply with the Transportation Commission's (TC) GHG Planning Standard, specified in the Code of Colorado Regulations ([2 CCR 601-22](#)). The 2045 RTP 2022 Update was completed in tandem with the NFRMPO's GHG Transportation Report, submitted for APCD and TC review on August 16, 2022. The TC will entertain action on the compliance of the NFRMPO's *GHG Transportation Report* at their September meeting.

The 2045 RTP 2022 Update was open for the 30-day public comment period from August 19, 2022 through September 17, 2022, no comments were received. The full 2045 RTP 2022 Update is attached.

Action

TAC recommends Planning Council Adoption of the 2045 RTP 2022 Update through ***Resolution 2022-29***.

Appendix D: 2022 Update

In 2021 and 2022, new State requirements to account for greenhouse gas (GHG) emissions resulting from transportation plans were implemented. To address these requirements, the NFRMPO updated the 2045 RTP in 2022 and developed a *GHG Transportation Report* that was developed in conjunction with and reviewed by the Colorado Department of Transportation (CDOT) and the Colorado Department of Public Health & Environment (CDPHE) Air Pollution Control Division (APCD). This **Appendix** contains the 2022 updates to the 2045 RTP, including identified projects and strategies and the demonstration of fiscal constraint.

GHG Strategy Commitments

The State's GHG Planning Standard requires the NFRMPO to demonstrate a reduction in GHG emissions resulting from the RTP as compared with GHG emissions resulting from the Baseline Plan. The Baseline Plan is the plan in place at the time the GHG Planning Standard became effective on January 30, 2022. For the NFRMPO, the Baseline Plan is the 2045 RTP, adopted by the NFRMPO Planning Council on September 5, 2019.

The GHG Planning Standard is the name of Section 8 (GHG Emission Requirements) of 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions.

The 2045 RTP included a wide range of transportation investments, many of which will contribute to reductions in GHG emissions compared to a no-build scenario. These investments, such as expanding transit service and building out the Regional Non-Motorized Corridors (RNNCs, now known as Regional Active Transportation Corridors or ATCs) are not eligible for the required GHG reductions in the State's GHG Planning Standard because they were incorporated into the baseline GHG estimates.

GHG strategies which are eligible to be applied toward achieving the GHG Planning Standard include any new commitments to reduce GHG emissions that were not included in the Baseline Plan or commitments that are being advanced to an earlier staging year since the Baseline Plan was adopted. These strategies were discussed with the NFRMPO Technical Advisory Committee (TAC) and Planning Council to determine feasibility, appropriateness, and fundability. For the 2045 RTP 2022 Update, the NFRMPO is committing to the strategies and projects identified in **Table D-1**. The **Table** categorizes the projects into transit projects, TDM projects, operations projects, and active transportation projects, and explains the funding sources identified to maintain fiscal constraint.

GHG Emission Analysis

The GHG emission analysis of the 2045 RTP 2022 Update was conducted in compliance with state regulations and found the RTP meets or exceeds the requirements in the state's GHG Planning Standard,

as shown in **Table D-2**. Documentation of the GHG emission analysis is available in the **NFRMPO GHG Transportation Report: Determining Compliance with the GHG Transportation Planning Standard**, adopted by the North Front Range Transportation & Air Quality Council (NFRT&AQPC) on October 6, 2022.

Table D-1: 2045 RTP Amendment Strategies		
Category	Improvement Description	Funding Source
Transit	Advance US34 transit service between Loveland and Greeley from 2045 to 2030	CDOT 10-Year Plan, FTA, MMOF
Transit	Expansion of COLT's local transit network as identified in Connect Loveland by 2030	Connect Loveland, FTA, MMOF, Local Funds
Transit	Double frequency of Bustang North Line in all compliance years	CDOT 10-Year Plan
Transit	Addition of mobility hubs and transit centers planned since 2019	CDOT 10-Year Plan, MMOF, IIJA, Local Funds
TDM	Increase in work from home in all compliance years	MMOF, IIJA
TDM	Development and expansion of TDM programs by 2030 and growth in 2040 and 2050	MMOF, IIJA
Operations	Arterial signal timing improvements by 2030 and carried through to 2040 and 2050	CDOT 10-Year Plan, IIJA, Local funds
Active Transportation	Expansion of the local bicycle and pedestrian network by 2030	IIJA, MMOF, Local Funds
Active Transportation	Increased prevalence of e-bikes and scooters by 2030	IIJA, MMOF, Local Funds

Table D-2: GHG Emissions Results, Million Metric Tons (MMT) per Year				
	2025	2030	2040	2050
Baseline Plan: 2045 RTP, 2019	1.73	1.60	1.22	0.82
Updated Plan: 2045 RTP, 2022 Update	1.68	1.48	1.11	0.75
Reduction	0.05	0.12	0.11	0.07
Required GHG Reduction Level	0.04	0.12	0.11	0.07
Pass/Fail	PASS	PASS	PASS	PASS

Financial Plan

The financial plan of the 2045 RTP, also known as the fiscally constrained plan, is detailed in [Chapter 3, Section 4](#). The financial plan identifies the total amount of revenue anticipated to be available throughout the horizon year of the RTP (2045) and the estimated cost of operating, maintaining, and improving the transportation system over the same timeframe.

Since the NFRMPO Planning Council adopted the 2045 RTP, new federal and state funding legislation has been adopted: the new federal transportation authorization bill known as the [Infrastructure Investment and Jobs Act \(IIJA\)](#), also known as the Bipartisan Infrastructure Law (BIL); and [Colorado Senate Bill \(SB\) 21-260 Sustainability Of The Transportation System](#). CDOT provided the revenue estimates used in the 2045 RTP and projected additional statewide HUTF funds in future years, which accounts for the increased funding and programming provided in IIJA and SB260. While a deeper analysis of the impacts of the new legislation will be undertaken for the 2050 RTP, NFRMPO staff determined using the existing levels of identified revenues from the 2045 RTP would be sufficient for this amendment. Strategies do, however, identify the new funding sources, as well as if projects have funding identified in CDOT's 10 Year Plan.

In the financial plan, each funding program is assigned to one or more expenditure categories in **Table 3-14** (see page 252), with total revenue estimates summed by category. The expenditure categories include roadway operations and maintenance (O&M), intersection improvements, bike & ped, transit, and flexible. A total of \$9.097B is anticipated to be available in year of expenditure dollars (YOE) from 2020 through 2045. The available funding is then allocated to the identified operations, maintenance, and expansion costs in **Table 3-16** (see page 255).

To fund the GHG strategies identified in this RTP Update, the resource allocation originally identified in **Table 3-16** is replaced with the resource allocation in **Table D-3**, with all updated values shown in [blue](#).

The relationship between expenditure category and amendment strategy is shown in **Figure D-1**. A column to denote the percentage of total expenditure category cost dedicated to GHG-reducing projects is also included. Important to note in **Table D-3** is additional funding for capacity projects would be used for TDM strategies, transit upgrades, and bicycle and pedestrian improvements.

Resource allocation was determined based on fiscal constraint rationale, shown in **Table D-4**. To maintain fiscal constraint, intersection improvement project funding was reduced with the funding redistributed to strategies like TDM, transit, and bicycle and pedestrian improvements. A total of \$600M in funding will be allocated to the GHG strategies newly committed to in this RTP Update.

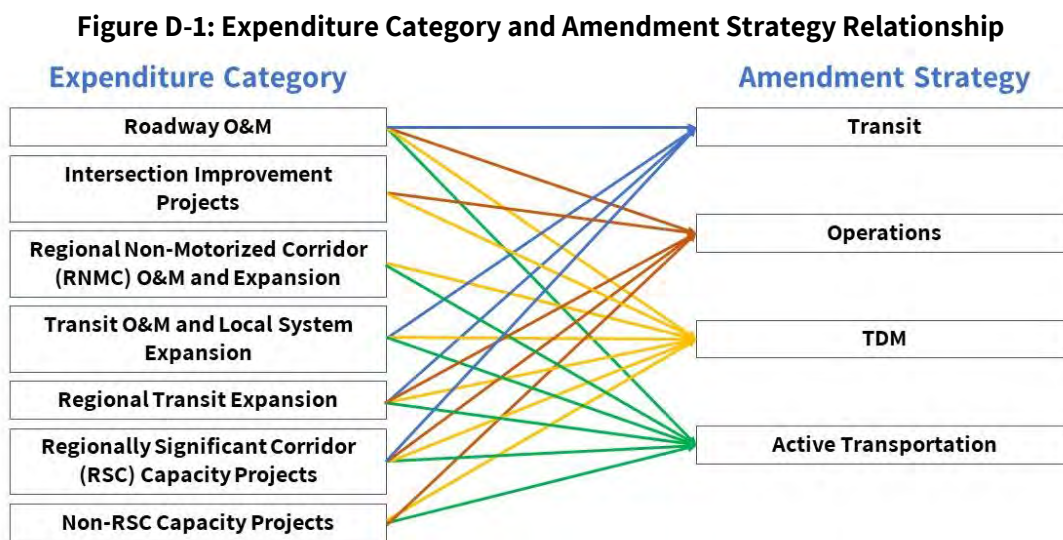


Table D-3: Resource Allocation by Expenditure Category in Millions of YOE Dollars, 2020-2045

Expenditure Category	Cost	Dedicated Funding	Flexible Funding	Total Funded	Unfunded	Share for GHG Strategies	GHG Funding Total
Roadway O&M	\$5,070	\$1,339	\$3,731	\$5,070	\$0	6%	\$304
Intersection Improvement Projects	\$531	\$99	\$229	\$328	\$203	9%	\$28
Regional Non-Motorized Corridor (RNMC) O&M and Expansion	\$273	\$122	\$151	\$273	\$0	0%	\$0
Transit O&M and Local System Expansion	\$1,486	\$950	\$536	\$1,486	\$0	10%	\$201
Regional Transit Expansion: RTE Corridors and Front Range Passenger Rail	\$2,069	\$0	\$40	\$40	\$2,029	66%	\$3
Regionally Significant Corridor (RSC) Capacity Projects	\$3,638	\$0	\$1,407	\$1,407	\$2,231	5%	\$70
Non-RSC Capacity Projects	\$678	\$0	\$493	\$477	\$185	5%	\$24
TOTAL	\$13,776	\$2,510	\$6,586	\$9,097	\$4,649	N/A	\$600

Table D-3 includes the *West Elizabeth Bus Rapid Transit* project, which was previously in the 2045 RTP but will be moved forward for completion in 2026 and operation by early 2027. The 30% Design was completed on July 6, 2022, with a conceptual design and Locally Preferred Alternative, **Figures D-2 and D-3**. The project is estimated to cost approximately \$112.7M in year-of-expenditure dollars, and be funded through a mix of FTA Capital Investment Grants (CIG)/Small Starts and local and state funds.

Figure D-2: Locally Preferred Alternative (LPA) for West Elizabeth BRT



Figure D-3: Typical Cross-Sections for West Elizabeth BRT

**Typical Cross Section
In-street Protected Bike Lane**



**Typical Cross Section
Raised Protected Bike Lane**



Table D-4: Fiscal Constraint Rationale		
Category	Cost (2019-2045)	Rationale and Funding Opportunity
Transit	\$147M	<p>CDOT and local communities have identified funding for similar projects between 2019 and 2022, showing a commitment to GHG-reducing strategies. Transit projects will be funded through sources included in four categories and could be included as part of multimodal corridor investments, not just as standalone projects. Examples include:</p> <ul style="list-style-type: none"> • CDOT has identified 10-Year Plan funds to partially fund US34 transit service capital and operating costs • SB22-180 will provide funds to CDOT for Bustang expansion • Loveland has received MMOF and local funds for transit expansion between 2021 and 2022 • CDOT has funded two mobility hubs along I-25 at Kendall Parkway and SH56 and is partnering with Greeley on a US34 and Centerplace mobility hub • Fort Collins is pursuing FTA Small Starts funding for the West Elizabeth project
Operations	\$51M	<p>Since at least the 2014 Call for Projects, communities have submitted applications and received funding for adaptive signal and other operational improvement projects. Additionally, transit signal priority is installed in existing transit signals on some state highways. Operational improvements will be funded through sources included in five categories and should be considered as part of maintenance where applicable.</p>
TDM	\$40M	<p>CDOT has held a Call for Projects on a semiannual basis since 2021 for TDM-related projects. The NFRMPO, Fort Collins, and Colorado State University (CSU) are in the process of developing TDM plans and strategies. TDM strategies will be funded through each category.</p>
Active Transportation	\$283M	<p>Funding requests for bicycling and walking infrastructure have increased in each passing Call for Projects. Bicycle and pedestrian improvements are considered throughout the transportation and land use development stage, with more developers citing trails as a perk. Active transportation investments will be funded through six categories.</p>
<p>Cost estimates for each strategy are based on CDOT's Cost Benefit Analysis, local and regional plans, local and state input, National Transit Database (NTD), and data from recent NFRMPO Calls for Projects.</p>		

RESOLUTION NO. 2022-29
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FISCALLY CONSTRAINED 2045 REGIONAL TRANSPORTATION PLAN (RTP) 2022 UPDATE

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the Planning Council, in their responsibility as the Lead Planning Agency and a member of the 8-hour ozone nonattainment area, has made a positive air quality conformity determination on the 2045 RTP 2022 Update; and

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, Colorado Senate Bill 21-260 required, under § 43-4-1103, that the North Front Range Metropolitan Planning Organization shall update their RTP and meet the greenhouse gas reduction levels in Table 1 by October 1, 2022; and

WHEREAS, the North Front Range Metropolitan Planning Organization has completed the 2045 RTP 2022 Update achieving the required greenhouse gas reduction levels while maintain fiscal constraint; and

WHEREAS, the North Front Range Metropolitan Planning Organization Greenhouse Gas Transportation Report has been found to be compliance by the Transportation Commission;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2045 Regional Transportation Plan (RTP) 2022 Update.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of October 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
October 6, 2022 Weld County	FY2022 TIP Project Delay Review	AnnaRose Cunningham
Objective/Request Action		
To discuss TIP projects subject to the TIP Delay Procedure, including: <ul style="list-style-type: none">• Whether or not TAC should grant a 1st extension to projects with a 1st delay• Whether or not Planning Council should grant a 3rd extension to the project with a 3rd delay.		<input type="checkbox"/> Report <input checked="" type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none">• In September 2022, sponsors provided project status information for projects with a milestone deadline of FY2022 or earlier, summarized in Table 1.• Six projects were subject to the FY2022 delay review. As shown in Table 1, one project has met required milestone, and five projects are delayed.• Four delayed projects are requesting consideration for the first one-year extension and one project is requesting a third one year extension.		
Committee Discussion		
<ul style="list-style-type: none">• This is the first time Planning Council will discuss the FY2022 TIP Project Delay Review.		
Supporting Information		
<ul style="list-style-type: none">• The TIP delay procedure, as identified in the <i>FY2023-2026 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).• The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the "Notice to Proceed" for non-construction projects.• The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.• Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.• TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.• TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd and subsequent delays.		

Supporting Information continued

- During the FY2021 TIP Project Delay Review both the *Intersection Improvements at SH257 & Eastman Park Dr.* and the *Timberline Road Corridor Improvements* projects were granted one year extensions. These projects, originally awarded STBG funds by the NFRMPO, swapped the federal funding with Pandemic North Front Range (PNF) funds in 2020. Due to this swap these two projects are not subject to the NFRMPO TIP Delay procedure. Updates on these projects are included in **Table 1** for reporting purposes only.
- The 2016 Call for Projects, which awarded funding to the *Little Thompson River Corridor Trail – Phase 1a*, has no other partially funded or waitlisted TA funded projects therefore granting a third extension to the Project will not have an impact on any other project.

Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff requests Planning Council discuss granting a 3rd extension to the project experiencing a third delay.

Attachment

- **Table 1. FY2022 Project Status Report**

Table 1. FY2022 Project Status Report

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date (Unless otherwise specified)	2022 Project Status Comments	2021 Review Outcome	2022 Delay Status	Federal funds in TIP (in thousands)
59th Avenue and O Street Roundabout	Greeley	STBG	FY22	Expected November/December 2023	Project design is scheduled to be completed in 2023 and project construction is now being scheduled for 2024.	N/A	1 st Delay	\$1,329
Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA	FY20	Expected 11/8/22	Project delayed due to environmental considerations, design now complete, about to go to bid	2nd Extension	3rd Delay	\$156
North Taft Ave & US 34 Intersection Widening/Improvements	Loveland	CMAQ	FY22	Expected January 2023	Currently working on ROW acquisition/FOR design	N/A	1 st Delay	\$3,331
Transfort Electric Bus Purchase	Fort Collins	CMAQ	FY22	Jun-22	Contract executed with Gillig for initial order of three buses. Estimated delivery 6/2023.	N/A	Not Delayed	\$2,798
US 287 Intersection Improvements	Fort Collins	STBG	FY22	Expected Fall 2023	Staffing shortages resulted in delayed project delivery	N/A	1 st Delay	\$877
Widening and Roundabout at 37th Street and 47th Ave	Evans	STBG	FY22	Expected: Dec-22	ROW approved, cleared to advertise with CDOT	N/A	1 st Delay	\$1,119
Intersection Improvements at SH257 & Eastman Park Dr.	Windsor	PNF	FY20	Anticipated: December 2022	Project delayed in 2020 due to CDOT SH257 Resurfacing. 2 nd Delay due to major scope change in layout of intersection due to development in the area.	2nd Extension	N/A*	\$1,000
Timberline Road Corridor Improvements	Fort Collins	PNF	FY21	Readvertised: September 2022	Advertisement delayed due to ROW acquisition	1st Extension	N/A*	\$2,695

*PNF Funds not subject to delay review, projects have been included for reporting purposes only.

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: October 6, 2022

Re: LinkNoCo Study Recommendations


BACKGROUND

Planning Council approved using Multimodal Transportation & Mitigation Options Funds (MMOF) to study and prioritize regional transit corridors within the North Front Range region. To draft the final recommendation that Planning Council will discuss, the NFRMPO and its consultant, HDR, worked with the public, a Guidance Committee, and the Governance and Finance Policy Advisory Committee (GFPAC). Together, these stakeholders guided the analysis of 17 corridors crossing Larimer and Weld counties and prioritized three corridors. In addition, the stakeholders structured governance and financing options, focusing on the need to phase over time.

The recommendation includes:

- Enhanced bus on US34 between Loveland and Greeley via the Centerra Mobility Hub
- Enhanced bus connecting Loveland and Windsor via the Centerra Mobility Hub
- Enhanced bus evolving to commuter rail between Fort Collins and Greeley
- Recommended phased governance structure for regional transit routes
- Funding tool to identify potential funding opportunities for each route

The general schedule is:

- **September 21, 2022** – TAC discussed draft recommendations and provided feedback 
- **October 6, 2022** – Planning Council discussion of draft recommendations
- **November 5, 2022** – Close 30-day public comment period
- **October 19, 2022** – Anticipated TAC recommendation of Planning Council approval
- **November 3, 2022** – Anticipated Planning Council adoption of LinkNoCo, dependent on public comment

ACTION

This is a discussion item with Action anticipated at the November 2022 Council meeting.



1



Planning Council Meeting

October 6, 2022



2



Our Charge



- Define a North Front Range premium transit network to link regional (North Front Range) communities
- Prioritize and advance the most promising corridors and begin to build the network
- Provide inclusive and accessible stakeholder engagement



LINKNoCo

3

3



Purpose

The **purpose** of the LINKNoCo project is to...



Identify those future frequent, reliable, and high-quality premium transit corridors



Focus on building robust regional transit network for North Front Range communities



Build on the 2045 Regional Transit Element (RTE) and recent/ongoing mobility and transit plans

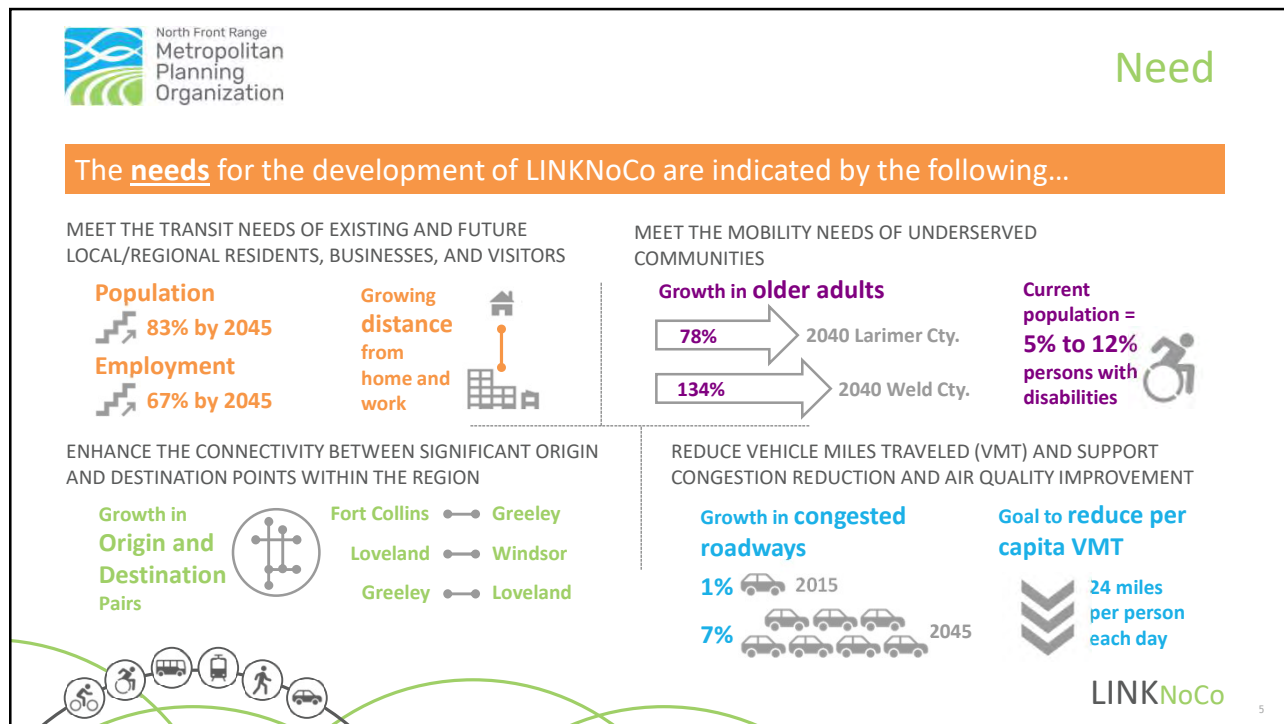
- Provide greater transit access
- Improve regional connectivity
- Support a frequent, regional transit network
- Support the connectivity for residents, workers, and visitors
- Integrate multimodal options
- Support regional traffic congestion reduction
- Support regional air quality and GHG reduction
- Enhance safety
- Identify a governance and operational structure



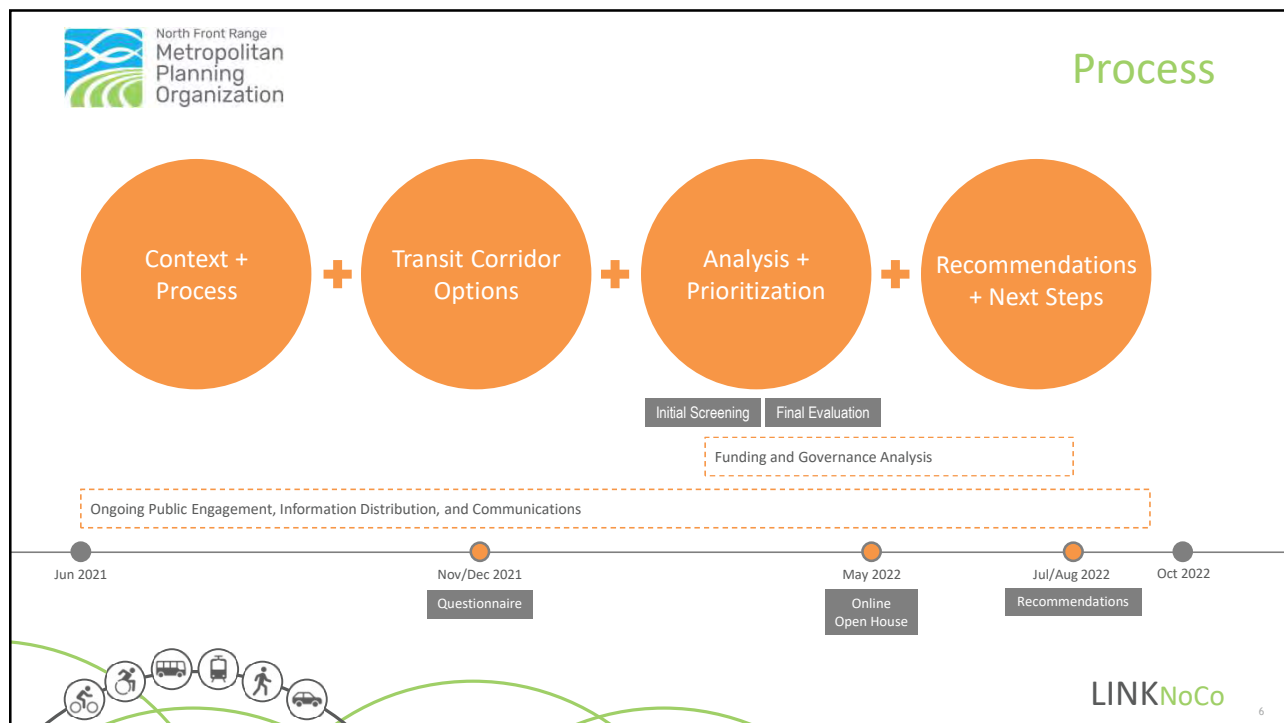
LINKNoCo

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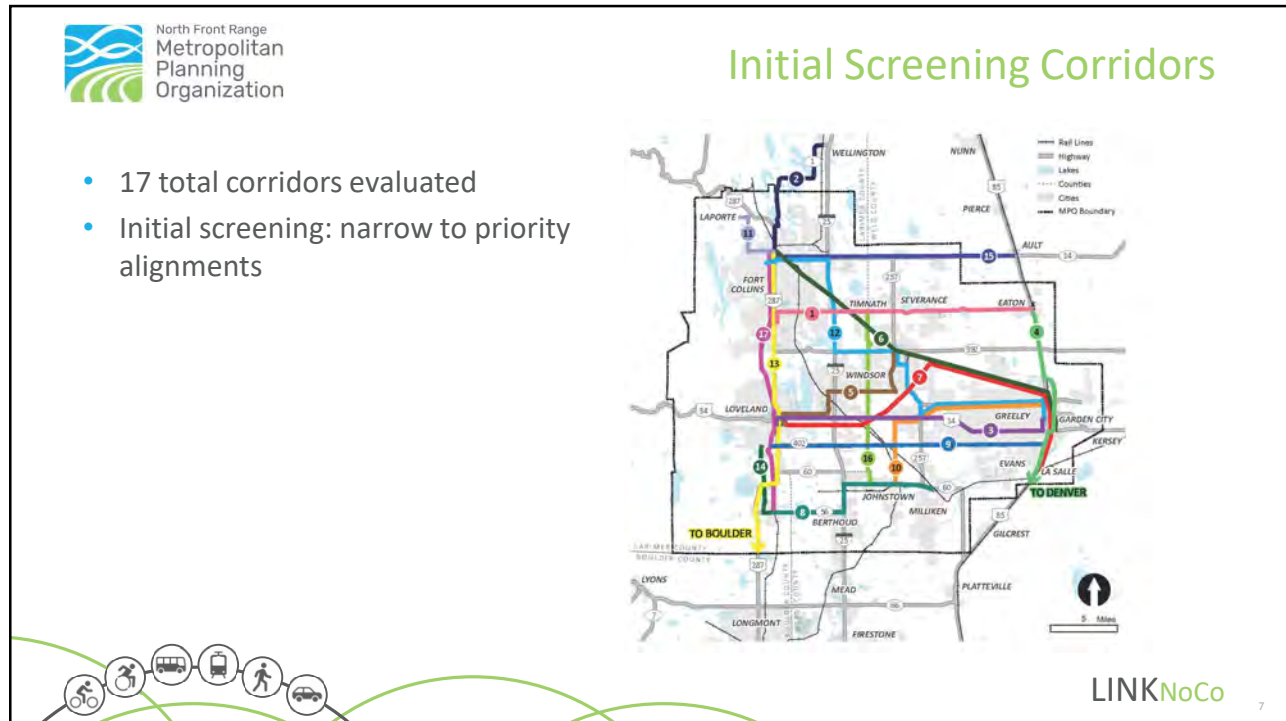
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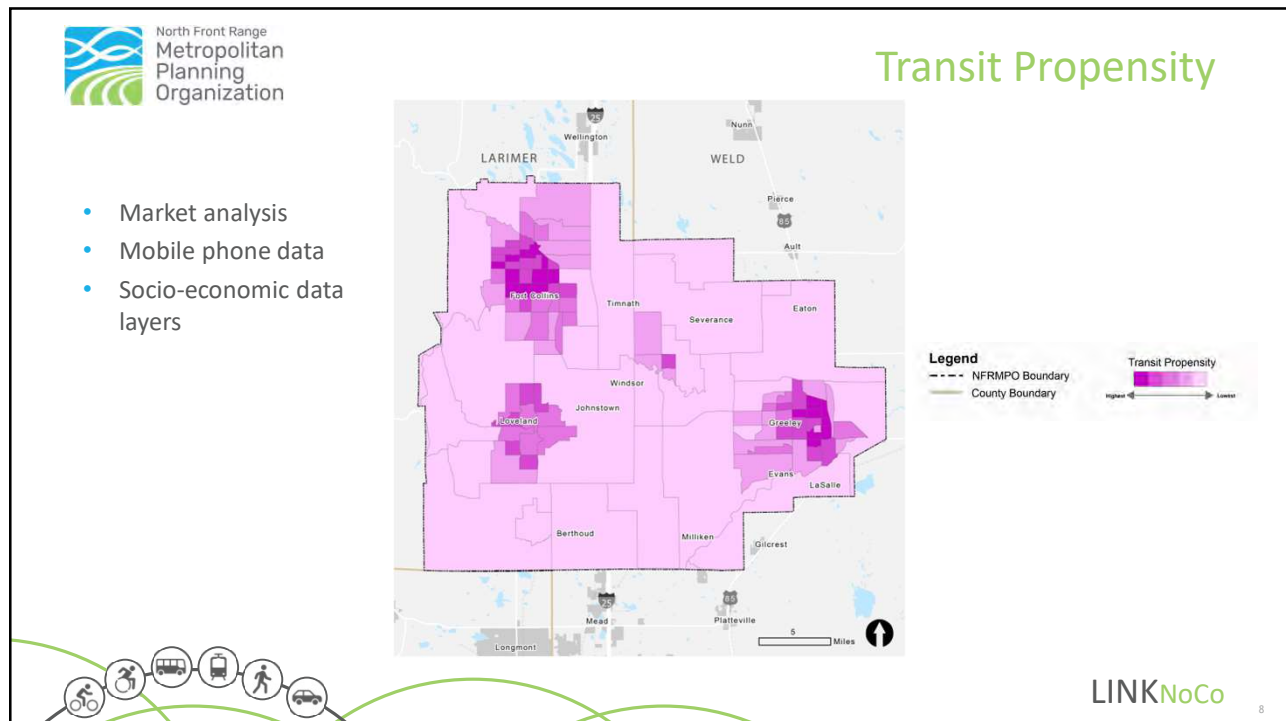
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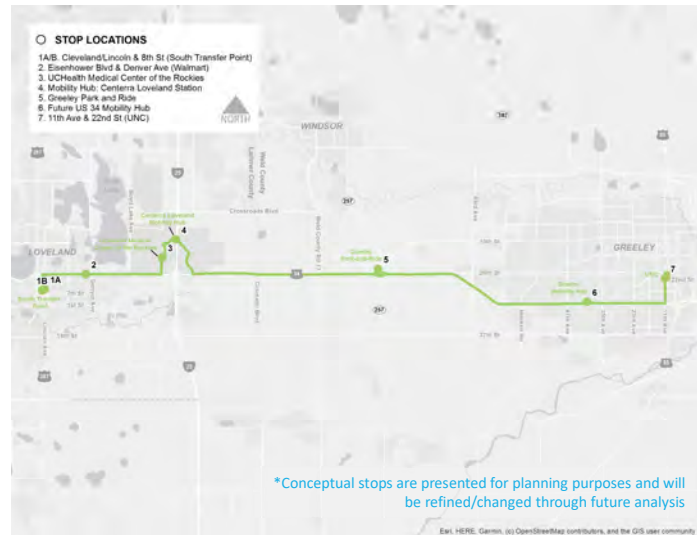
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Loveland to Greeley (US 34)

Foundational Project Assumptions

- Details: Enhanced express bus service between Greeley (UNC) and Loveland (Civic Center)
 - On NFRMPO 10-year plan
 - Anticipates improvement to US 34
 - Builds on knowledge from 34-Xpress
 - Assumes Kendall Parkway connection
- 30-min conceptual service plan
- Operating cost estimate ~\$3.9m to \$4.7m (annually) + fleet



LINKNoCo

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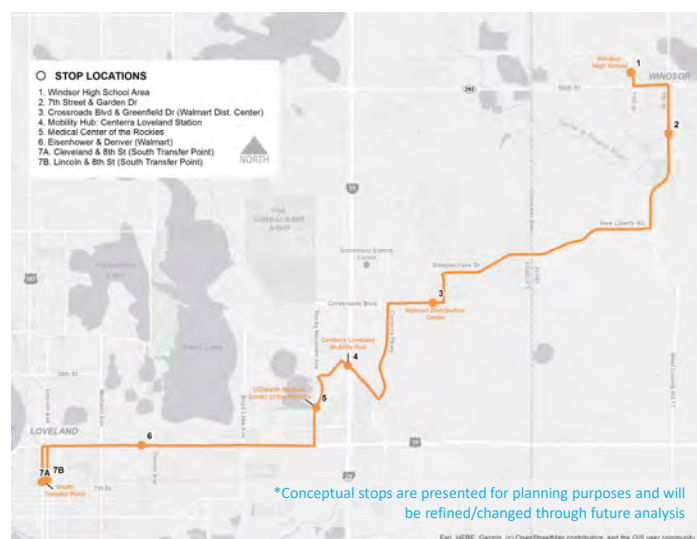
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Windsor to Loveland (WCR 17/US 34)

Foundational Project Assumptions

- Enhanced express bus service rapidly developing Windsor communities and Loveland
 - Connection major existing/future employment and residential
 - Assumes Kendall Parkway connection
 - Expansion opportunity to Severance
- 30-min service conceptual service plan
- Operating cost estimate ~\$2.7m - \$3.9m (annually) + fleet



LINKNoCo

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10



Greeley to Fort Collins (Great Western)

Foundational Project Assumptions

- Build market through improvements to Poudre Express while advancing commuter rail corridor
 - Coordination with OMNITrax
 - Likely higher cost and longer schedule
- Conceptual Service Plan: Peak direction 2-5 trains (varies) peak periods
- Enhance Poudre Express
 - Initial enhancements operating cost estimate ~\$857K (annually) + fleet



LINKNoCo

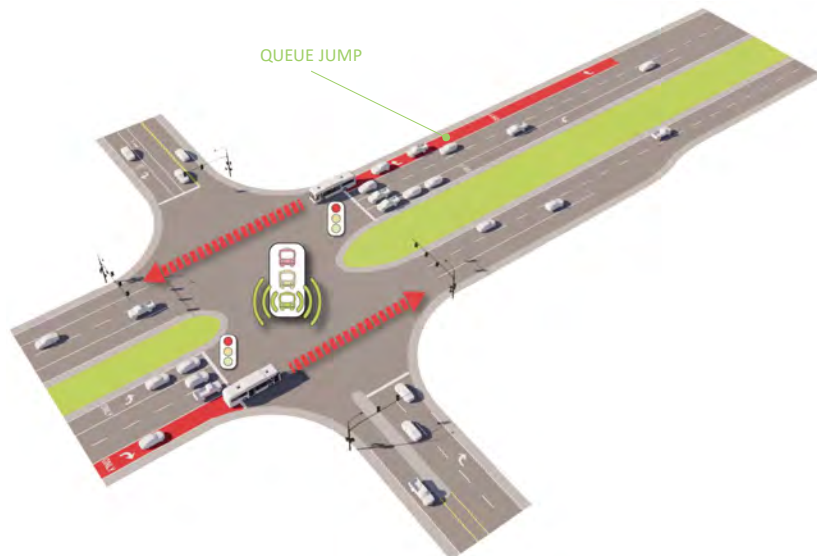
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Infrastructure Options – Queue Jump


- Increases bus reliability
- Uses existing turn lanes and priority signals to advance buses
- Organizes bus/vehicle interactions



LINKNoCo

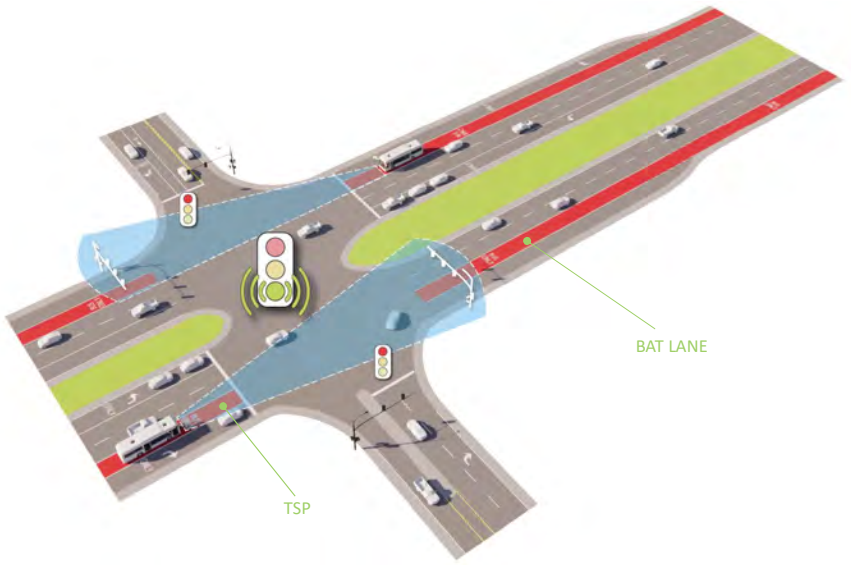
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 North Front Range
Metropolitan
Planning
Organization

Infrastructure Options – BAT Lanes

- Increases bus reliability
- Outside business access and transit lanes
- Can be retrofitted to existing streets
- Incorporates transit signal priority system
- Improves overall operations




BAT LANE

TSP

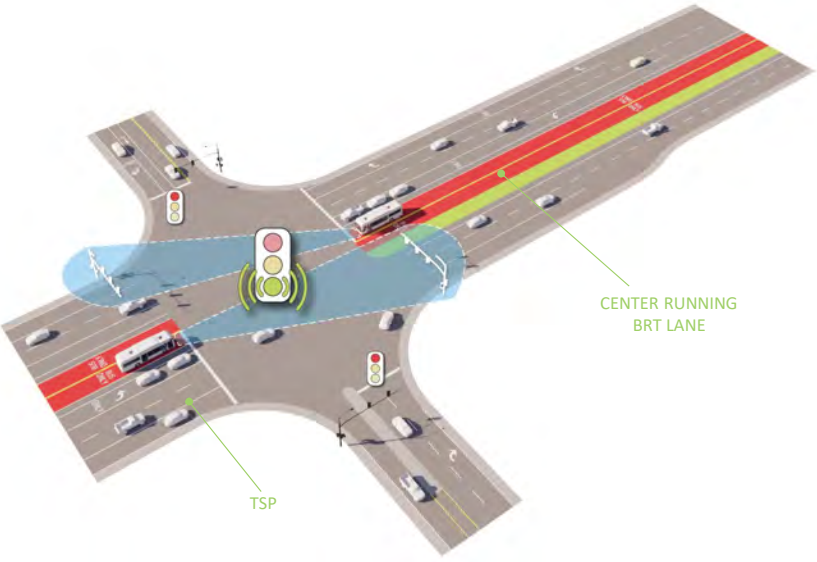
LINKNoCo 13

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 North Front Range
Metropolitan
Planning
Organization

Infrastructure Options – BRT Lanes

- Increases bus reliability
- Uses existing turn lanes and priority signals to advance buses
- Organizes bus/vehicle interactions



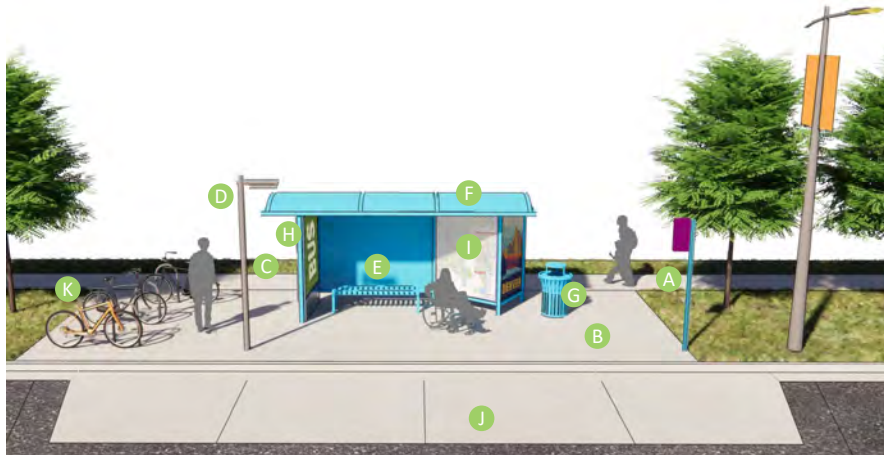
CENTER RUNNING BRT LANE

TSP

LINKNoCo 14

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Infrastructure Options – Stop Enhancements



ELEMENT

- A Sign
- B Pedestrian Pad
- C Accessible Sidewalk
- D Lighting (as needed)
- E Bench
- F Shelter
- G Trash Bin
- H Real Time Information
- I System Map
- J Bus Pad
- K Bike Rack



LINKNoCo

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Infrastructure Options – Commuter Rail



LINKNoCo

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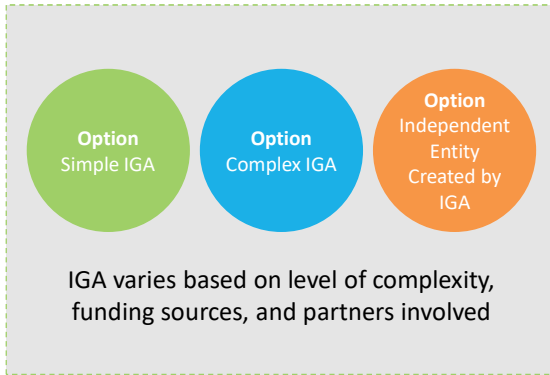
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Governance Options – IGA Focus

GFPAC Goals:

- Keep the approach simple
- Avoid creating more government entities
- The local entities (not the state legislature) should determine what is best for the region
- Take advantage of existing resources, prior investments, and build on current services
- Preserve options for future project delivery
- Provide flexibility
- Continue to work with the Colorado Department of Transportation (CDOT)



LINKNoCo

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Funding and Finance Opportunities

Option
Simple IGA

Option
Complex IGA

Option
Independent
Entity
Created by
IGA

FEDERAL

- FTA – Capital Investments Grants (CIG) Small Starts
- USDOT – Local and Regional Project Assistance (RAISE)
- USDOT – National Infrastructure Project Assistance (MEGA)
- USDOT – Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
- USDOT – Advanced Transportation Technology and Innovation (ATTAIN)
- FRA – Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- FRA – Railroad Crossing Elimination Grant Program
- FTA – CIG New Starts
- USDOT – Grants/Nationally Significant Multimodal Freight and Highway Projects (INFRA)
- USDOT – RAISE and MEGA
- Other IIJA Grant Opportunities

STATE

- Multimodal Transportation and Mitigation Options Fund (MMOF)
- FASTER Transit Grants Program (S.B. 09-108)
- Front Range Passenger Rail District Opportunities
- Front Range Passenger Rail District Opportunities

LOCAL

- Local Funding (Potential)
- Developer improvements
- Local Funding (Potential)
- Developer improvements

LINKNoCo





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Key Recommendations


RECOMMENDATIONS

- 
 Advance three priority corridors for final planning and funding requests - startup and build transit market
- 
 Integrate transit infrastructure and considerations into planned improvements (capitalize on other improvements)
- 
 Advance infrastructure improvements (intersections, alignment/right-of-way, queue jumps, etc.)
- 
 Further evaluate significant priority and reliability investments including TSP, traffic, BAT, exclusive BRT, etc.





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Next Steps



Planning + Project Development

- Final planning and community engagement
- Final definition of projects, confirming operations and infrastructure


+



Partnerships for Governance + Funding

- Build on the work of the GFPAC to create a coalition of partners
- Finalize commitments for IGA governance structure and continue planning


+



Advancing New Service, Design, + Construction


- Continue to build the transit markets and demand
- Advance new bus services as soon as funding is available
- Design and build major infrastructure (rail)


+



Operations + New Opportunities

- Operate and refine the service based on the data
- Adjust services as necessary to best meet the users needs
- Prioritize and advance new corridors/alignments




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20



Next Steps



- Planning Council review (Oct 6)
- Document public release (Oct 6)
- 30-day public review period
- Planning Council action (Nov)



LINKNoCo

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LINKNoCo
UNITING THE NORTH FRONT RANGE

22

MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: October 6, 2022

Re: Records Retention Policy

BACKGROUND

The NFRMPO organization does not currently have a records retention policy that has been adopted by the Council. The MPO Attorneys, Hoffmann, Parker, Wilson & Carberry, P.C., created a draft retention plan using the State of Colorado Schedule resources. The Schedules included Financial Records, Fleet & Equipment Records, General Administrative Records, Council Records, Historical Records, Litigation and Legal Counsel Records, and Personnel Records.

MPO staff reviewed the draft document from the Attorneys and removed items that did not pertain to the organization and modified the format to make the document easier to read. This document was then reviewed by MPO staff for content.

The draft policy details the length of time that items must be retained. As the MPO is moving to a digital platform, at least as much as possible, the retention of items does not take up the limited office space that it has in the past, so meeting the retention policy timeframes will not be an issue.

The Attorneys have advised that once a retention policy is adopted, MPO staff must adhere to it. The draft policy is lengthy and available on the MPO website at the following location: <https://nfrmpo.org/wp-content/uploads/2022-records-retention-policy.pdf>

ACTION

This is a discussion item with Action anticipated at the November 2022 Council meeting.

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Recording: <https://youtu.be/QlhCXzgOAKY>

Location: Virtual

Date/Time: September 1, 2022; 8:30 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Highlights and Action Items

1. CDOT Update on Current Events – Jeff Sudmeier, CDOT Chief Financial Officer
 - A summary was provided on contractor payments, which represent the largest portion of CDOT's capital construction costs. CY22 is on track to be the largest year for contractor payments at \$960 M (\$850M for CDOT and \$110M for BTE).
 - For FY 23-26, there is \$1.3B in additional projects planned.
2. Legislative Report - Herman Stockinger, Andy Karsian, Jamie Grim, CDOT Office of Policy and Government Relations (OPGR).
 - Transportation Legislative Review Committee (TLRC) met in August and discussed a total of 10 noted bills, including the following:
 - A Bill looking to increase funding (about \$5 Million) for Rest Stops.
 - Additional funding for off-system (non-CDOT) bridges (\$5 Million but not yet verified)..
 - A bill to allow the state to use rest stops and state right of ways for EV charging.
 - A bill to add stationary vehicles (not just emergency vehicles) on shoulders to the move-over law.
 - Another Bill to clarify the traffic safety process of yielding to larger commercial vehicles at roundabouts.
 - A bill from Bicycle Colorado deals with Automated Vehicle ID System usage and is seeking additional enforcement to protect cyclists.
 - The TLRC will be meeting in September to discuss these bills.
 - CDOT is also considering a proposed Bill that will add transit agencies as voting members to TPRs (Regional Planning Commissions). STAC discussion sought clarification on members who represent both local government and Transit Agencies, and/or a geographic political entity.
3. 10-Year Plan Update – Rebecca White, Director, Division of Transportation Development
 - 10-Year Plan Funding Assumptions and Distribution Targets were discussed and overviewed, and STAC requested being ensured that when updating the 10-Year Plan project lists, the Regional Equity (RPP Midpoint Formula), Transit (10%), and Asset Management and Rural Paving (50% and 25% respectively) distribution targets were adhered to.
 - An overview of the 10-Year Plan Accomplishments was given, highlighting that it has resulted in the largest investment in fixing Colorado's rural roads in CDOT's recent history (55 counties reached); Mobility Hubs are also under construction along the Front Range; A total of 25 Projects completed to date with 58 projects under construction or soon to be.
 - A Public Review Period began September 1st and the TC Proposed Adoption is set for September 15.
 - STAC voted unanimously to recommend the TC approve the 10-Year Plan.

4. Greenhouse Gas Rule Compliance – Rebecca White, Director, Division of Transportation Development
 - A GHG emissions reduction model run (compliance run) covers planning targets for 2025 and 2030. The current stated assumptions agreed to for the compliance run results in reduction goals being met in 2025 but indicates a shortfall for 2030. Mitigation measures proposed to close the existing 2030 gap include: Transportation Demand Management (TDM) strategies, Heavy Duty vehicle electrification, Transit expansion, Operational Measures, and changes to the built environment (Land Use).
 - CDOT applied a different approach for compliance for 2040 and 2050 via the use of scenario assumptions including Model Forecasting and additional Energy and Emissions Reduction Policy Analysis Tool (EERPAT) modeling.
 - Without GHG mitigation measures included in the assumptions there is a shortfall to meeting the GHG reduction goals, but the standard is met via the application of GHG Mitigation Measures for 2040 and 2050.
 - Scheduled September TC actions include acceptance of the DRCOG and NFR GHG transportation reports, CDOTs GHG mitigation report and the updated 10 Year Plan adoption.
 - The STAC voted unanimously to recommend the TC's acceptance of the GHG Rule Compliance Reports
5. Colorado Investments in Wildlife Crossing Infrastructure – Tony Cady, Region 5 Planning and Environmental Manager
 - CDOT has 25 projects with wildlife components as part of the 10-Year Plan. Senate Bill 151 (Safe Passages for Wildlife and People) has helped establish a preliminary list of future projects with \$5 million in funding made available.
6. Other Business - Vince Rogalski, STAC Chair
 - The next STAC meeting is scheduled for October 6, 2022 and will be in-person only (livestream on YouTube will be available). STAC Chair and Vice Chair elections will be held.