



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL HYBRID MEETING AGENDA July 6, 2023

<u>In-Person Attendance Option</u> Severance Town Hall 3 S. Timber Ridge Parkway Severance, CO 80546	<u>Virtual Attendance Option</u> Call-in Number: (408) 650-3123 Access Code: 814-514-261-857-813 Online Meeting: https://bit.ly/3VGQ52U
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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 – June 1, 2023 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|--|------|
| 3) Air Pollution Control Division (APCD) (Handout) | (Written) | |
| 4) Regional Air Quality Council (RAQC) (Handout) | Mike Silverstein – RAQC Executive Director | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Handout) | Becky Karasko – Transportation Planning Director | 6:20 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|---|---|------|
| 6) Report of the Chair | Scott James – Council Chair, Weld County Commissioner | 6:30 |
| 7) Executive Director Report <ul style="list-style-type: none">• Statewide Household Survey• New Transportation Planner & Mobility Planner | Suzette Mallette - Executive Director | 6:35 |
| 8) TAC (Page 13) | (Written) | |
| 9) Mobility (Handout) | (Written) | |
| 10) Community Advisory Committee (CAC) (Page 14) | (Written) | |

PRESENTATION:

- | | | |
|---------------------------------------|--|------|
| 11) CDOT Transit Town Halls (Handout) | Jan Rowe – Assistant Director Transit Programs, CDOT DTR | |
| | Brian Metzger – Assistant Director Transit Planning and Delivery, CDOT DTR | 6:40 |

ACTION ITEMS:

- | | | |
|--|---|------|
| 12) Fiscally Constrained Plan (Page 16) | AnnaRose Cunningham - Transportation Planner II | 7:00 |
| 13) NFRMPO Greenhouse Gas (GHG) Transportation Report Resolution 2023-12 (Page 22) | Becky Karasko | 7:10 |

NEXT MPO COUNCIL MEETING: August 3, 2022- Hosted by Town of Johnstown



DISCUSSION ITEMS:

- | | | |
|---|--|------|
| 14) 2023 Call for Projects Guidebook (Page 24) | AnnaRose Cunningham | 7:20 |
| 15) 2050 Regional Transportation Plan (RTP) Draft (Page 29) | Alex Gordon - Transportation Planner III | 7:40 |

COUNCIL REPORTS:

8:00

- | | | |
|--|--|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| STAC Report (Page 31) | (Written) | |
| Colorado Transportation Investment Office (CTIO)
(Handout) | (Written) | |
| Nonattainment Area Air Pollution Mitigation Enterprise
(NAAPME) | Kristin Stephens – Larimer County Commissioner | |
| CDOT TPR Boundary Study | Kristin Stephens
Suzette Mallette | |
| Front Range Passenger Rail District | Will Karspeck – Past Chair, Mayor Town of Berthoud
Johnny Olson – City of Greeley Councilmember | |
| Host Council Member Report | Frank Baszler – Town of Severance Councilmember | 8:10 |

MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 8:15 |
|---------------------------------------|------|



MPO Planning Council

Weld County

Scott James, Commissioner – Chair

Alternate- Perry Buck, Commissioner

City of Loveland

Jon Mallo, Councilmember - Vice Chair

Alternate- Steve Olson, Councilmember

Town of Berthoud

William Karspeck, Mayor – Past Chair

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Jeni Arndt, Mayor

Town of Garden City

Fil Archuleta, Mayor

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

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Mayor Pro Tem

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Barry Wilson, 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)
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**

**June 1, 2023
Hybrid Meeting in Greeley, CO**

Voting Members Present:

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Will Karspeck – Past Chair	-Berthoud
Elizabeth Austin	-Milliken
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Jessica Ferko	-APCD
Liz Heid	-Eaton
Johnny Olson	-Greeley
Shirley Peel	-Fort Collins
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Paula Cochran	-LaSalle
Lisa Laake	-Timnath
Troy Mellon	-Johnstown

MPO Staff:

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

In Attendance: Brad Buckman, Rich Christy, Alik Cummins, Alex Donaldson, James Eussen, Elizabeth Garner, Omar Herrera, Bhooshan Karnik, Katrina Klobberdanz, Sean McAtee, Deanna McIntosh, Heather Paddock, Evan Pinkham, Elizabeth Relford, Herman Stockinger, Eric Tracy, Paul Trombino III, LeAnne Warren.

Chair James called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

No comments were submitted.

Move to Approve Agenda and Minutes

Stephens **moved** to *APPROVE THE JUNE 1 2023, MEETING AGENDA*. The motion was **seconded** by Olson and **passed** unanimously.

Olson **moved** to *APPROVE THE MAY 4, 2023, MEETING MINUTES*. The motion was **seconded** by Heid and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair James opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

Ferko noted the Ozone Alerts sent out by CDPHE have been updated to be more user-friendly. APCD will be proposing new rules to reduce emissions from oil and gas drilling, engines, and natural gas vehicles under

1000 HP, with public outreach meetings to be scheduled. Ferko stated AQCC has given APCD permission to develop rules to advance the Colorado Clean Cars program in July; to reduce emissions from the industrial and manufacturing sectors, for which Interested parties can petition for party through June 15; and to develop advanced permitting requirements in Disproportionately Impacted (DI) communities.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair James opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

James requested the Planning Council set a policy for at least three Councilmembers to concur to assign NFRMPO staff work. James invited Herman Stockinger, CDOT, to present on the TPR Boundary Study.

TPR Boundary Study – Stockinger described the process CDOT is undertaking to develop study Transportation Planning Regions (TPRs) in accordance with HB23-1101. Stockinger noted CDOT will retain 15 TPRs regardless of the recommendations of the study to the Transportation Commission and the Transportation Legislation Review Committee (TLRC). The study will report on the boundaries of the TPRs, membership of the STAC, and membership of the Transit and Rail Advisory Committee (TRAC). The legislation requires that the findings be incorporated by CDOT by June 2024. CDOT is working to ensure the Transportation Commission considers the findings prior to June 2024, prior to the kickoff of the next Statewide Transportation Plan. CDOT staff has begun gathering data, creating a mapping tool, meeting with TPRs around the state, assessing TPR IGAs and bylaws, and forming an advisory committee. CDOT is considering five hybrid meetings in late summer 2023 to present data and receive input, and five additional meetings in the fall to present draft findings and recommendations.

Executive Director Report

Cunningham stated NFRMPO staff has had discussions with community staff to consider applying for a Safe Streets for All (SS4A) Action Plan grant. Because local communities are considering applying on their own, the NFRMPO has decided not to apply for its own grant but rather to support local communities in their efforts. Bracke asked to clarify whether the region would be eligible to apply for Implementation grants, noting small communities may not be covered. Cunningham explained local communities are applying and not all communities may be covered; however, the NFRMPO could apply in future calls. Stephens asked which communities were planning to apply. Cunningham stated Larimer County and Greeley received SS4A grants, Weld County, Loveland, and Windsor are considering applying, and Fort Collins is utilizing an existing plan.

Mallette highlighted the Shift Your Ride Summer Challenge, which runs from June 1 through August 31. People who track at least four riders per month can win prizes.

Mallette explained the relationship between the NFRMPO and the RAQC, including their responsibilities, legislation, and membership. James asked if RAQC is considered a sole-source consultant, and Mallette noted the RAQC uses consultants to achieve their purpose.

TAC

A written report was provided.

Mobility

A written report was provided.

Community Advisory Committee

A written report was provided.

PRESENTATIONS:

State Demographer Presentation – Elizabeth Garner, State Demography Office (SDO), discussed trends in Colorado: the population growth rate is slowing, but the state is aging. Growth in Colorado is situated in the Front Range. Larimer County is seeing slowing growth, while Weld County has not seen the same changing trends. Population growth tends to be tied to job growth, which has been strong in Larimer and Weld counties. Garner explained housing in Colorado is among the most expensive in the country as new housing construction has slowed. More residential building permits have been issued, with a peak in 2021.

Larimer and Weld are aging, which impacts job and housing availability. Fifty percent of growth in Larimer County is expected in people aged 65 and above, while a significantly smaller percentage is expected in Weld County. Garner reviewed the impacts of aging on communities, including changes to the labor force, housing, and services. SDO runs an Economic Model and demographic data to develop their forecasts.

James asked if jobs are recorded where the work is performed or if it is where the company is. Garner stated the job is recorded where the office is located, not where performed for work at home. The North Front Range MPO is expected to have the fastest growth rate of any region in Colorado, adding around 415,000 residents by 2050. Garner noted uncertainties in the forecast, including international immigration, water, housing, and the economy.

Stephens asked if there are lessons to learn from other regions that have lost population or are seeing slower growth, like Europe and Japan. Garner noted the expectation of slower job growth, while promoting being more family-friendly without changing immigration. Canada has increased international immigration in addition to more family-friendly policies.

NFRMPO Models Presentation – Bornhoft explained the purpose and update processes for both the Land Use Allocation Model (LUAM) and Regional Travel Demand Model (RTDM). The LUAM considers the location of population and job changes, which informs the RTDM's travel patterns. The LUAM uses four inputs: population, household, and job control totals; future land use plans and zoning; housing and employment developments; and adjustments from communities. Bornhoft explained model enhancements funded by the Transportation Commission with Multimodal Transportation & Mitigation Options Funds (MMOF): person-level demand; mobile device data; working from home; and induced demand. Bornhoft described the five types of induced demand: route shifts; mode shifts; destination shifts; additional trips; or new development. Bornhoft explained the regional impact of induced demand elasticity, which ranges from 0.1 to 0.2. The NFRMPO's modeling consultant has made progress on most enhancements, but some will take longer to complete.

Baszler asked if the model references real world data like gas sold, or vehicles registered. Bornhoft stated air quality data is analyzed in the MOVES model, and the model is also validated against real world data. McAtee added that the model considers traffic counts, location-based service data, transit boarding data, and the household survey for the base year calibration.

Bracke asked how the CDOT, DRCOG, and the NFRMPO models interact. Bornhoft noted the models overlap, and the agencies coordinate on data. CDOT uses the NFRMPO's land use outputs in the Statewide Travel Model. Bracke asked how scenarios are developed. Bornhoft noted that the model considers impacts on a regional level, so the impacts of different projects will be different than considering them individually. The 2050 RTP will consider a range of scenarios, including no-build and high-density land use scenarios.

ACTION ITEMS:

2023 Congestion Management Process (CMP) – Gordon noted a change to the draft 2023 CMP showing a smaller number of crashes based on an incorrect geography. An updated version of the plan was linked in the handouts.

Stephens **moved** to approve *RESOLUTION NO. 2023-10 ADOPTING THE 2023 CONGESTION MANAGEMENT PROCESS (CMP)*. The motion was **seconded** by Rennemeyer and **passed** unanimously.

May 2023 TIP Amendment – Cunningham stated there were eight revision requests from CDOT Region 4, the City of Greeley, and the RAQC to the FY2023-2026 TIP. The 30-day public comment period opened on May 10 and will close on June 8.

Rennemeyer **moved** to approve *RESOLUTION NO. 2023-11 APPROVING THE MAY 2023 AMENDMENT TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) with the addition of the RAQC TIP Amendment*. The motion was **seconded** by Karspeck and **passed** unanimously.

2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) – Rouser noted Planning Council approved the GOPMT in April, with additional feedback in May to create a separate safety goal with a corresponding objective.

Karspeck **moved** to approve the updated 2050 RTP Goals, Objectives, Performance Measures, and Objectives with the additional safety goal and corresponding objective. The motion was **seconded** by Olson and **passed** unanimously.

DISCUSSION ITEMS:

2023 Call for Projects – Cunningham requested feedback on the scoring matrix developed using the prioritization exercise and feedback from TAC and Planning Council. Cunningham noted the proposed addition of the Discretionary Points category, which would complement the data-driven scoring in the other categories. Stephens asked why the equity score is higher for TA and STBG than for CMAQ. Cunningham stated most Regional Health points are allocated to air quality for CMAQ. Stephens asked if scoring is up to the region to decide or if there is federal guidance. Cunningham noted federal guidance dictates certain program requirements, but other portions are decided by regional priorities. Cunningham also noted a scoring criterion was removed based on feedback from TAC. The Call for Projects Guidebook will be approved by Planning Council in August.

NFRMPO Priorities List – Karasko reviewed the updated matrix for the 10 Year Priorities List. The US34/US85 project was removed because it was funded under the 10 Year Plan. Inclusion or removal from the NFRMPO's Priority List does not preclude or guarantee funding for a project. The list will be included by reference in the 2050 RTP. Olson asked about the scoring for the WCR17 project, and Karasko stated the project description did not meet the defined TC criteria. Bracke asked about funding, and Karasko stated funding was not included in this matrix.

2050 RTP Fiscally Constrained Plan – Cunningham reviewed the process for developing the 2050 RTP Fiscally Constrained Plan, including the system level estimates, identification of funding for projects and programs, and estimate projects in year of expenditure dollars. Revenues were developed based on CDOT's Program Distribution, local budgets, the National Transit Database, NoCo Bike & Ped Collaborative members, and local plans. Local budgets comprise the majority of funding for transportation projects, while the NFRMPO only controls a small portion of funds. Revenues are categorized in the 2050 RTP into Roadway-Asset Management; Intersection improvements, Bike & Ped; Transit, and Flexible Funds. Expenses are categorized and funded using the appropriate funding category. Cunningham noted the Front Range Passenger Rail is considered unfunded. Olson noted his concern that cost estimates may be low. Cunningham stated TAC will review the estimates and provide feedback on their reasonableness. Cunningham reviewed the assumptions in the fiscally constrained plan, including the buildout of RATCs and LinkNoCo as well as the GHG strategies.

Cunningham asked Planning Council for feedback on how to allocate remaining flexible funding, proposing the funding could go toward project categories with unmet need. Olson proposed the funding should go toward capacity projects, which will include greenhouse gas strategies. The Planning Council agreed capacity projects are the priority to accommodate the anticipated growth. Bracke asked how safety will be incorporated. Cunningham states safety is considered throughout the process. Bracke also highlighted the need to focus on asset management.

2050 RTP Projects – Bornhoft stated the 2050 RTP will include fiscally constrained projects, which is a requirement for projects. The 2050 RTP will also acknowledge fiscally unconstrained projects to identify projects to fund if additional funding is available and to show the additional funding needed in the region. Air quality requirements define which projects are included in the fiscally constrained plan. Bornhoft stated 2024 is the first-year projects are included, specifically projects like I-25 Express Lanes which have already been funded, but will open in 2024. Bornhoft stated some projects on the unconstrained list could be funded by the remaining flexible funding. Bornhoft clarified the conformity process, which analyzes the impact of transit and roadway capacity projects on the region's air quality.

NFRMPO 2050 RTP Greenhouse Gas (GHG) Transportation Report – Bornhoft reviewed the purpose of the Greenhouse Gas (GHG) Transportation Planning Standard, which needs to be applied to the 2050 RTP and the next TIP. Bornhoft reviewed the schedule for the GHG Transportation Report, and how it relates to the adoption of the 2050 RTP and the TIP. The baseline is still the 2045 RTP, and strategies will be carried forward from the 2045 RTP Amendment. NFRMPO staff does not anticipate the need for GHG mitigation

strategies. The 2050 RTP includes new commitments to new and expanded transit, transportation demand management programming, operations, and active transportation. The document will be available for review in mid-June, with Planning Council action in July.

COUNCIL REPORTS:

Transportation Commission – Bracke stated TC has approved \$25M for roadway repair and \$8M for I-25 north of Fort Collins. Bracke noted Region 4 has been hosting 4P meetings to discuss priorities with local communities. June is Motorcycle Safety Awareness Month.

CDOT R4 Update – Paddock highlighted the 4P meetings that have been held. Additional meetings will be held in Larimer County and Weld County in the coming weeks. TC funds will be used for improvements on SH257.

STAC Report – A written report was provided.

Colorado Transportation Investment Office (CTIO) – A written report was provided.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated NAAPME held a meeting on May 25, and has \$6.6M for the current fiscal year. NAAPME is discussing how to use the funding, including Bus Rapid Transit (BRT) and sidewalk infrastructure.

Front Range Passenger Rail District – Olson stated there are public meetings for local communities to discuss priorities. An email should have been sent to all local governments.

Host Council Member Report – Olson stated the city is growing and diversifying in line with the presentation from DOLA. Olson reported Greeley is identifying projects to accommodate growth, including US34 and 35th Avenue, 47th Avenue, and WCR17.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 9:22 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
June 21, 2023**

APPROVAL OF THE MAY 17, 2023 TAC MINUTES

Oberschmidt moved to approve the May 17, 2023 TAC minutes. Phillips seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore stated the RAQC Board will take action at their July 7, 2023 meeting on several control strategies related to lawn and garden equipment, oil and gas emissions, and hearing summaries on the Severe SIP. Karasko provided an update on the status of conformity for the 2050 RTP and FY2024-2027 TIP, which will go to a public hearing and adoption at the September 7, 2023 Planning Council meeting.

ACTION ITEM

2050 RTP Greenhouse Gas (GHG) Transportation Report – Gordon reviewed the changes to the 2050 RTP GHG Transportation Report from the 2045 RTP 2022 Update GHG Transportation Report. Herrera moved to recommend Planning Council approve the 2050 RTP Greenhouse Gas (GHG) Transportation Report pending no negative public comment from TAC. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATION

City of Evans Roundabout Flyover Videos – Oberschmidt provided a video showing the progress on the 37th Street roundabout project and provided a status update on the project and stated the project will be completed by the end of July.

DISCUSSION ITEMS

2050 Regional Transportation Plan (RTP) Draft – Gordon provided an update on the status to complete a draft of the 2050 RTP for TAC review next month. He also provided a schedule for review and sections for TAC members to focus their review on. The 2050 RTP will be adopted by Planning Council at their September 7, 2023 meeting.

2050 RTP Fiscally Constrained Plan – Cunningham provided background on the 2050 RTP Fiscally Constrained Plan and the federal requirements for the plan. She discussed funding sources, expenditures, and data sources and requested TAC feedback by June 26, 2023 on the reasonableness of the assumptions.

2023 Call for Projects Discussion – Cunningham highlighted the changes and updates to the 2023 Call for Projects Guidebook, including the incorporation of the five 2050 RTP Goals, the scoring breakdown, and scoring weights. TAC feedback was requested by June 26, 2023.

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

June 8, 2023

Attendees: Brian Metzger, Pauline Migliore, Nathalie Rachline, Brad Ragazzo, York

Staff: AnnaRose Cunningham

CDOT Bustang Service Expansion

Brian Metzger, Colorado Department of Transportation Assistant Director of Transit Planning & Delivery, explained the background of the Division of Transit and Rail within CDOT and the history of the Bustang program. Metzger reviewed the Bustang Expansion Plan which began in late 2022 and addresses CDOT's plan for how to meet the needs for statewide transit service in Colorado. Brian reviewed the stakeholder engagement, recommendations which came out of the plan, including schedule updates, stop locations, mobility hub integration, and new routing considerations.

Nathalie asked if the recommendations address supply and demand issues, specifically relating to there being limited seating and riders being unable to find seats on buses during peak commuting time. Brian noted CDOT is working on an app called Connected Colorado which would allow riders to purchase one ticket for multiple bus connections and would allow riders to reserve seats on certain routes. Brian noted the Bustang to Broncos would be resuming service, and the group noted there should be more Bustang to sporting event options to help increase awareness of utilizing Bustang regularly. Nathalie suggested Bustang partner with school districts for school outings.

Brian reviewed upcoming planning efforts including the Intercity Bus Plan which will be kicking off this summer and a long-range transit plan which is anticipated to begin in 2024, and an electric bus study. York asked if DTR could help facilitate the development of transit districts to help increase connectivity and ridership. Brian noted that could be part of the Intercity Bus Plan. Brad noted the importance of connecting smaller cities, such as Timnath, to local and regional transit services. Nathalie asked how CDOT is handling the driver shortage. Brian noted there are recommendations within the Bustang Expansion Plan such as the option of hiring drivers as CDOT employees.

2050 RTP: Funding and Projects

AnnaRose reviewed the 2050 Regional Transportation Plan Fiscally Constrained plan, the revenues assumed to be available over the next 26 years, what entities control the majority of the funding available in the NFRMPO region, and how the funds are able to be used within five categories: Roadway Asset Management, Intersection Improvements, Bike and Ped, Transit, and Flexible. AnnaRose reviewed how the funds have are anticipated to be used within a variety of expenditures including roadway operations and maintenance, building out the Regional Active Transportation Corridor (RATC) network, Regional Transit Network (RTC), roadway capacity projects on the Regionally Significant Corridors (RSC), and Greenhouse Gas (GHG) reduction strategies. AnnaRose noted the fiscally constrained plan outlines the

co-benefits of projects for GHG reduction. York noted the best way to reduce GHG emissions is to encourage travel other than single occupant vehicles, including increasing bike, ped, and transit options.

AnnaRose reviewed the NFRMPO Call for Projects which will be held in the Fall of 2023 and will fund projects in the first few years reflected in the 2050 RTP. The NFRMPO will be awarding approximately \$22M across four federal funding programs.

The meeting was adjourned at 7:31 p.m.

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: July 6, 2023

Re: 2050 RTP Fiscally Constrained Plan

Background

The 2050 Regional Transportation Plan is federally required to be fiscally constrained, which means the total estimated cost of maintaining and improving the transportation system cannot exceed the reasonably anticipated forecasted revenue over the time horizon of the Plan.

Revenues

The 2050 Fiscally Constrained Plan incorporates reasonably anticipated revenue from federal, state, and local sources. Revenue forecasts for state and Federal Highway Administration (FHWA) funding sources were based on the CDOT 2045 Program Distribution extrapolated out to 2050. CDOT additionally provided updated program tables to incorporate increased program amounts following the implementation of the Bipartisan Infrastructure Law (BIL) and Colorado Senate Bill (SB) 21-260. Transit revenue, including Federal Transit Administration (FTA) and local funds, were forecasted based on data reported to the National Transit Database (NTD) and local sources.

Local revenue available for roadways was estimated based on a three- to five-year average of local budgets from FY2019-2023 to account for fluctuations which may have impacted local budgets during the COVID-19 pandemic. County transportation revenues were apportioned to the North Front Range based on two factors weighted equally:

- the percentage of lane miles within the North Front Range and
- the percentage of Vehicle Miles Traveled (VMT) in the North Front Range.

Based on these two factors, 61 percent of Larimer County's transportation revenue and 24 percent of Weld County's transportation revenue was considered to be reasonably anticipated to be available for the North Front Range. Local revenues were discussed with TAC at their meeting on June 19, 2023. TAC agreed a more conservative approach to local roadway revenues was reasonable.

Operations and Maintenance Costs

As federally required, the anticipated costs for operating and maintaining the transportation system were developed for the transportation network as it is anticipated to exist between 2024 and 2050. Based on the 2045 RTP assumptions for operations and maintenance, operation costs include the cost of lighting, traffic



control, and snow and ice removal and maintenance costs are defined as resurfacing costs. The cost per lane mile for operations and maintenance was averaged based on data received from TAC members and assumed to be \$25,138 per lane mile in 2023 dollars. Staff discussed the operations and maintenance costs with TAC to ensure reasonableness and the costs have been increased from the discussion with Planning Council at their meeting on June 1, 2023.

The roadway operations and maintenance cost assumptions are maintaining at a minimum the current standard of condition. The Fiscally Constrained Plan does not include an assumption of what additional funding would need to be to bring the condition of roadway maintenance up to a target standard. This unmet need may be explored further in future RTPs but will not be included in the 2050 RTP.

The costs for operating, maintaining, and expanding the Regional Active Transportation Corridor (RATC) network were based on input from the NoCo Bike and Ped Collaborative. The cost to operate and maintain one mile of trail was assumed to be \$8K and the cost to construct a new mile of trail was assumed to be \$1.2M in 2023 dollars.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair. Operations and maintenance costs for the existing transit system are estimated at \$26.6M per year in 2023 dollars.

Following the June 1, 2023 Planning Council meeting, staff reviewed the estimates with Front Range Passenger Rail (FRPR) staff on the reasonableness of the assumptions in the Fiscally Constrained Plan. The decision was made that, due to the current status of the FRPR Service Development Plan, the FRPR estimates would be removed from the fiscally constrained Plan. The project will remain within the RTP and within the Unconstrained Plan to illustrate NFRMPO support for the project within the long-range plan.

RTP Projects

The RTP is required to identify roadway capacity and major transit projects planned over the 25-year planning horizon for which funding is reasonably anticipated to be available. The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) submitted by NFRMPO member jurisdictions and collected from local plans totals \$3.2B. The capital and operating costs of the Regional Transit Corridors (RTCs), including operation of the current system and expansion of the local and regional system, is estimated at \$3.4B over the time horizon of the plan.

All revenues and expenditures are presented in year of expenditure (YOE) dollars in accordance with federal requirements. Funding estimated provided by CDOT with the 2045 Program Distribution assumed a 1.1



percent growth rate, all other revenues and expenditures were inflated to YOE using a 2.5 percent inflation factor.

The total reasonably anticipated revenue over the time horizon of the 2050 RTP is \$13.3B as shown in **Attachment 1**, and the total anticipated need is \$17B as shown in **Attachment 2**. NFRMPO staff has allocated the dedicated and flexible funding to expenditures to fiscally constrain the operations, maintenance, and expansion of the transportation system as illustrated in **Attachment 2** based on fiscal constraint status of locally submitted projects and planned priorities of the 2050 RTP. There is an unmet need of \$2.2B illustrated within the 2050 RTP Fiscally Constrained Plan for both RSC and non-RSC capacity projects. Per the Planning Council's June discussion, future funding which may be available to the region should be considered to further constrain the identified unconstrained RSC capacity projects.

Action

Staff requests Planning Council review and approve the 2050 RTP Fiscally Constrained Plan tables.

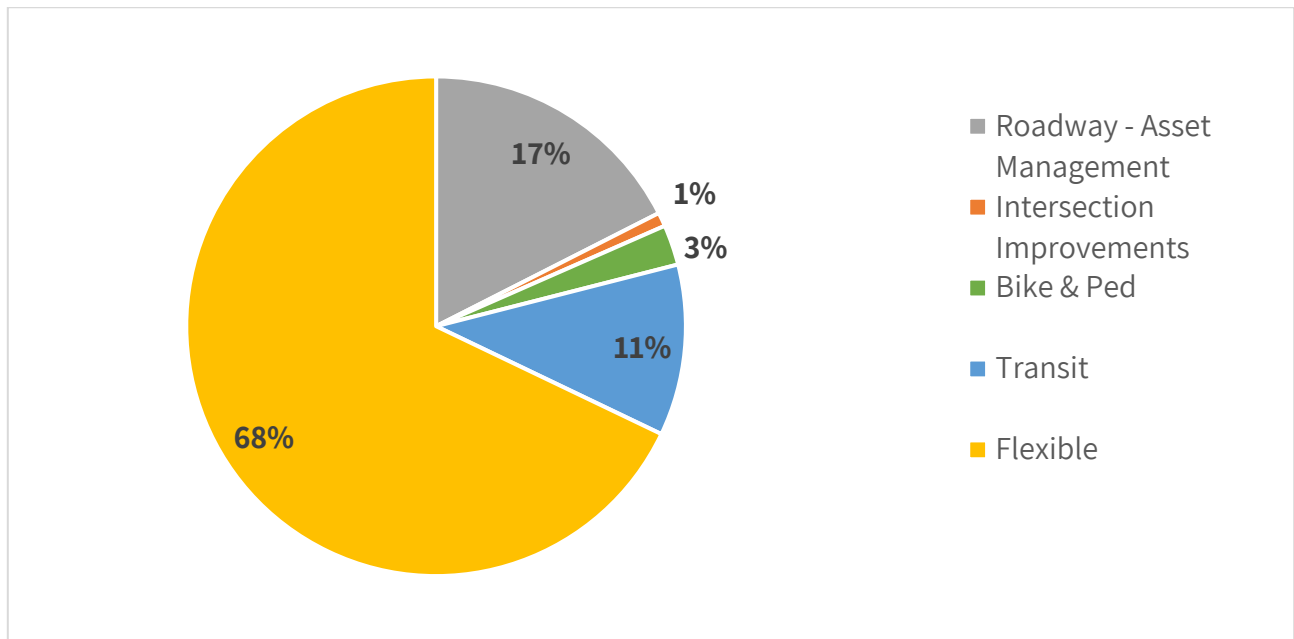
Attachments

- **Attachment 1:** Revenue Estimates by Expenditure Category
- **Attachment 2:** Resource Allocation by Expenditure Category



Attachment 1: Revenue Estimates by Expenditure Category, in Millions of YOE, 2024-2050

Years	Roadway - Asset Management	Intersection Improvements	Bike & Ped	Transit	Flexible	Total
2024-2030	\$573.26	\$26.44	\$78.39	\$309.49	\$2,155.18	\$3,142.76
2031-2040	\$859.82	\$43.31	\$126.95	\$524.13	\$3,118.52	\$4,672.74
2041-2050	\$894.22	\$49.37	\$141.40	\$639.06	\$3,747.62	\$5,471.67
Total	\$2,327.31	\$119.12	\$346.74	\$1,472.69	\$9,021.32	\$13,287.17





Attachment 2: Resource Allocation by Expenditure Category, in Millions of YOE, 2024-2050

Expenditure Category	Cost	Dedicated Funding	Flexible Funding	Total Funded	Unfunded
Roadway Operations & Maintenance	\$6,510.17	\$2,327.31	\$4,182.87	\$6,510.17	\$0.00
Intersection Improvement Projects	\$787.93	\$119.12	\$668.81	\$787.93	\$0.00
RATC: Operations, Maintenance, and Expansion	\$435.38	\$347.32	\$88.06	\$435.38	\$0.00
RTC Local: Operations, Maintenance, and Local System Expansion	\$2,790.97	\$1,463.65	\$1,327.33	\$2,790.97	\$0.00
RTC Regional: LinkNoCo & Bustang	\$631.47	\$9.04	\$622.43	\$631.47	\$0.00
RSC: Capacity Projects	\$3,204.80	\$0.00	\$1,409.59	\$1,409.59	\$1,795.22
Non-RSC Capacity Projects	\$1,091.42	\$0.00	\$630.46	\$630.46	\$460.96
GHG Reduction Strategies	\$91.00	\$0.00	\$91.00	\$91.00	\$0.00
Total	\$15,543.15	\$4,266.44	\$9,020.54	\$13,286.98	\$2,256.18

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: July 6, 2023

Re: NFRMPO Greenhouse Gas (GHG) Transportation Report

Background

The NFRMPO's *GHG Transportation Report* demonstrates the 2050 Regional Transportation Plan (RTP) complies with Colorado's greenhouse gas (GHG) Transportation Planning Standard ("GHG Planning Standard"). The *GHG Transportation Report* was developed to meet the criteria 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* will be open for the 30-day public comment period from July 7, 2023 through August 6, 2023. Any comments received will be incorporated as applicable. Following Planning Council approval and adoption of the *GHG Transportation Report*, the report will be sent to CDOT and CDPHE for their review prior to the Transportation Commission meeting on August 16, 2023 and approval on August 17, 2023.

The full NFRMPO *GHG Transportation Report* may be accessed here: <https://nfrmpo.org/wp-content/uploads/2050-rtp-ghg-transportation-report-draft.pdf>.

Action

TAC recommends Planning Council Adoption of the NFRMPO *GHG Transportation Report* through **Resolution 2023-12**, pending no negative public comment.

RESOLUTION NO. 2023-12
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 (NFRTP & 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, the NFRMPO will provide the GHG Transportation Report containing a GHG emissions analysis, to the Transportation Commission at least 30 days prior to adoption by the Planning Council of the 2050 RTP in accordance with the Planning Rules demonstrating 2050 RTP 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, the Transportation Commission will review the NFRMPO’s GHG Transportation report on August 16, 2023 to determine compliance of the concluded the NFRMPO’s GHG Transportation Report 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 2050 RTP.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of July 2023.

Scott James, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: July 6, 2023

Re: 2023 Call for Projects

Background

The NFRMPO will be holding a Call for Projects to award approximately \$22M in Federal funds for fiscal years (FY) 2026 and 2027. The 2023 Call for Projects will award the four NFRMPO controlled Federal funding sources: Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives (TA).

The [2023 Draft Call for Projects Guidebook](#) carries forward most of the policies from the 2021 Call for Projects. Updates for the 2023 Call for Projects include:

- Inclusion of the Carbon Reduction Program (CRP) Federal funding program.
- Aligning the Scoring Criteria for all funding programs with the adopted [2050 RTP](#) Goals.
- Defining eligible applicants as NFRMPO member agencies and partner agencies (including CDOT and the RAQC). Replacing the Environmental Justice analysis with the Equity Analysis and evaluating project locations based on the [Equity Index](#) as presented to Planning Council at the April 6, 2023 meeting.
- Setting aside \$100,000 per year beginning in FY2024 of CRP funds for the NFRMPO TMO Incubator project.
- Requiring applicable projects to complete a single-occupant vehicle (SOV) analysis in alignment with the [2023 Congestion Management Process](#).

The 2023 Draft Call for Projects guidebook outlines the following:

- Available funding
- Requirements for all applications and program specific requirements
- Local match requirements
- Application process and schedule
- Scoring criteria for all funding programs
- Program level award maximums and minimum funding request requirements
- Reference and data materials



Action

Staff requests Planning Council review and be prepared to discuss the Draft 2023 Call for Projects Guidebook and Scoring Criteria Matrix.

Attachments

- [Draft 2023 Call for Projects Guidebook](#)
- Draft 2023 Call for Projects Scoring Criteria Matrix

Draft - 2023 Call for Projects Scoring Criteria Matrix

Draft - 2023 Call for Projects Scoring Criteria Matrix		CMAQ/ CRP	TA	STBG	
Improve economic development, residents’ quality of life, and air quality		60	30	15	
Regional Health	Air Quality Emissions				
	Reductions	Project awarded points based on the following thresholds:	50	0	0
		\$ Lower cost/ton; or	50	0	0
		\$/ton; or	40	0	0
		\$/ton; or	30	0	0
		\$/ton; or	20	0	0
		\$ Highest Cost/ton	10	0	0
	Economic Development	Project awarded points based on the following criteria:	5	15	8
		Project is within 1/4-mile of a 2050 RSC Activity Center; and	4	8	7
		Project is located on a Colorado freight Priority Corridor	1	0	1
		TA projects only: Project facilitates access to a school, park, library, or 'main street' area	0	4	0
		TA projects only: Project supports tourism activities	0	3	0
	Equity	Projects awarded points based on the following thresholds:	5	15	7
		Cumulative Equity index score within 1/4-mile buffer of project location:			
		3 or higher - project receives 100% available equity points	5	15	7
		2 - project receives 75% available Equity points	3.75	11.25	5.25
		1 - project receives 50% available Equity points	2.5	7.5	3.5
		0 - project receives no equity points	0	0	0
Improve accessibility of and access to transit and alternative modes of transportation		5	0	10	
Multimodal	Complete Streets	Project awarded full points if it meets the following criteria:	5	0	10
		Project increases or expands access to transit service or adds transit facilities; or			
		Project constructs or expands access to active transportation facilities; or			
		Roadway project includes complete streets elements (includes bike/ped or transit facilities based on context)			

Safety	Reduce the number of roadway related fatalities and serious injuries within the region		10	30	30
	Countermeasures or Proactive Interventions	Project awarded full points if it meets the following criteria:	3	10	10
		<i>Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or</i>			
		<i>Project is implementing a proactive intervention to prevent anticipated issues; or</i>			
		<i>Provides safe crossing for bikes and peds at railroad, roadway, or waterway</i>			
	Crash Rate	Project awarded points based on the following thresholds:	7	20	20
		<i>Highest crash rate; or</i>	7	20	20
		<i>Lowest crash rate</i>	3	5	5
		<i>No serious injury or fatalities crashes at project location within the last 5 years</i>	0	0	0
Mobility	Moves people and goods safely, efficiently, and reliably on a continuous transportation system		10	20	20
	Asset Management	Project awarded full points if it meets the following criteria:	5	10	10
		<u>Roadway Projects:</u>			
		<i>Project will increase the percent of pavement in good condition on interstate, non-interstate NHS, or RSCs; or</i>			
		<i>Project will increase the percent of bridges in good condition on Interstate, non-interstate NHS, or RSCs</i>			
		<u>Transit Projects:</u>			
		<i>Project contributes to Transit Asset Management Plans and targets</i>			
		<u>Trails Projects:</u>			
		<i>Project will include installation, maintenance, and monitoring of bike/ped counting device; or</i>			
		<i>Project will fund maintenance or rehabilitation of existing trails</i>			
	System Performance	Project awarded points based on the following criteria:	5	0	5
		<i>Project <u>is located on</u> an NFRMPO Congested Corridor and includes CMP Strategy Implementation (Tier 1-5); or</i>	5		5
		<i>Project <u>is not</u> located on an NFRMPO Congested Corridor but includes CMP Strategy Implementation (Tier 1-5)</i>	3		3
	Network Connectivity	Project awarded full points if it meets the following criteria:	0	10	5
		<i>Project closes a gap between existing facilities (RSC, RATC, RTC); or</i>			
		<i>Project improves continuity of the transportation system; or</i>			
		<u>TA Projects Only:</u> <i>Project constructs strategic local connection to an RATC</i>			

Operations	Optimize operations, planning, and funding of transportation facilities		10	15	20
	Partnerships	Project awarded full points if it meets the following criteria:	3	5	5
		<i>Each financial contributor must provide at least 10 percent of the required local match.</i>			
	ITS/Operational Improvements		4	5	5
		<i>Project includes ITS devices connected by fiber on RSCs; or</i> <i>Project will increase the miles of fiber in the region</i> <i>Project includes operational improvements outlined in CMP strategies/ can demonstrate operational improvements to reduce congestion and improve traffic flow</i> <u>TA Projects Only:</u> <i>Enhances wayfinding, includes signage or systems used to convey location and directions to active transportation users</i>			
	Integration with Regional Plans	Projects awarded full points if it meets the following criteria:	3	5	10
		<i>Location Specific Projects: Project is located on NFRMPO Priority Corridor</i> <i>Non-Location Specific Projects: Demonstrates alignment with NFRMPO Plans</i>			
Discretionary			5	5	5
Allowable points based on scoring member discretion					

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: July 6, 2023

Re: 2050 RTP Draft

Background

Every four years, the NFRMPO works with its communities and stakeholders to draft and adopt a Regional Transportation Plan (RTP). The RTP must be fiscally constrained, multimodal, and data driven. Over the past two years, the NFRMPO has updated its Regional Travel Demand Model (RTDM) and Land Use Allocation Model (LUAM), which provide the basis for analysis in the 2050 RTP. Inputs and outputs for these models have been reviewed by the Model Steering Team.

The NFRMPO is in the final stages of the draft 2050 RTP, which will be adopted by Planning Council on September 6, 2023. Staff will bring a draft version to the TAC in July 2023, after releasing the 2050 RTP for public comment in late June or early July. The RTP must be available for public comment for at least 30 days.

Table 1 shows the chapters and sections of the 2050 RTP, and the level of priority for TAC's review. Planning Council will receive the document when it is released for public comment and will be able to provide feedback at their August 3, 2023 meeting. The 2050 RTP adoption process is shown in **Table 2**.

Action

This is an informational item to ensure Planning Council is aware of the 2050 RTP adoption process and to provide comments and feedback.



Table 1: RTP Chapters, Sections, and Review Priority

Chapter	Section	TAC Priority
1	Planning Context	Low
2	Socioeconomic Trends	Medium
	Initiatives and Technology	Medium
	System Performance Report/Performance Measures	Medium
	Safety and Resiliency	Medium
3	Vision Plans	Medium
	Scenarios	High
4	Fiscally Constrained Plan	High
	Plan Projects	High
	Fiscally Unconstrained Plan	Medium
	10-Year List of Projects	Low

Table 2: 2050 RTP Adoption Schedule

June	July	August	September
<ul style="list-style-type: none"> Finalize draft RTP Release 2050 RTP for public comment TAC approves GHG Transportation Report 	<ul style="list-style-type: none"> Council approves GHG Transportation Report TAC discussion of 2050 RTP Public comment closes Conformity determination submitted to AQCC GHG Transportation Report submitted to CDOT and APCD for review 	<ul style="list-style-type: none"> Submit GHG Transportation Report to TC Council discussion of 2050 RTP Presentation to AQCC TAC action 	<ul style="list-style-type: none"> RTP and Conformity public hearing Council adopts RTP

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: Thursday, June 1, 2023; 8:30 a.m. – 11:30 a.m.

Recording: June 1, 2023 STAC: <https://www.youtube.com/watch?v=oGfL8HVjh1M>

Highlights and Action Items

- CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director
 - Several sinkholes are impacting highways - one along CO 133 and another just north of the New Mexico Border along CO 17.
 - Nick Farber, CTIO Director, is leaving CDOT, his last day will be sometime later this month.
 - The Transportation Commission agenda for June covers much of what is being discussed today at STAC.
 - We will review the Fee-based Structure for Fiber within CDOT Right-of-Way.
 - Policy Directive 1610 will be updated - the policy for the greenhouse gas (GHG) Rules- the updates include additional mitigation measures and other technical edits and corrections.
- Kay Kelly, Office of Innovative Mobility Director, provided an update on the nomination of corridors in Colorado as Alternative Fuel Corridors.
 - CDOT recently learned that the opportunity to nominate corridors as Alternative Fuel Corridors opened on May 25th with a deadline to submit nominations on June 21st. Corridors CDOT has planned to nominate are:
 - US 40 - portions not already designated
 - I-225 - only interstate not yet nominated
 - US 24
 - CO 82
 - Kay requested any additional input to be provided to CDOT ASAP.
 - Questions were answered pertaining to the National Electric Vehicle Infrastructure (NEVI) Program regarding eligible projects for NEVI funds, the distance between facilities is a maximum of 50 miles.
 - The first round of NEVI program funded projects will be announced in the next couple of weeks.
 - CDOT does not own or operate charging facilities funded by the NEVI program -private entities do, and CDOT works closely with the Colorado Energy Office coordinating projects.
- CDOT Transportation Commission (TC) Updates – Heather Sloop, STAC Vice Chair
 - The TC approved additional budget for:
 - \$850,000 to go to the 10-Year Plan, to cover Air Quality Monitoring tasks.
 - \$10 million to go to Central 70 project
 - \$4 million to go to CO 133
 - Winter operations were discussed; CDOT's budget for this winter was \$115 million.
 - Glenwood Canyon repairs are estimated to cost \$240 million
 - There were 2 requests and 2 decisions made recently by the TC related to snow and ice: 1) \$19 million to replenish the Maintenance Level of Service Program (MLOS) to ensure we can fund the salaries, supplies, and asphalt for patching through the end of the FY, and 2) 10 Highways were approved for \$25 million budgeted from program reserve to do emergency repairs.
- Transit Update - Jennifer Phillips, CDOT Interim Director, Division of Transit and Rail (DTR)
 - An update of all the existing and future plans for the Bustang Program were highlighted. Bustang programs discussed included the original Bustang program, Outrider, Pegasus, Bustang to the Broncos, Snowstang, Slide Through Saturdays, and Bustang to Estes.

- Information provided for these programs included ridership, farebox recovery ratios, vehicle maintenance programs, etc. The June 2023 STAC packet provides more detailed information regarding these programs.
- Legislative Update (State) - Emily Haddaway
 - Not much new since the May STAC meeting that was held one week prior to the end of the legislative session, except that SB23-213 Land Use Bill did not pass. SB23-1101 did pass with the TC and CDOT evaluating TPR boundaries via a CDOT Study due to finish in November 2023.
- Legislative Update (Federal) - Jamie Grim
 - The US House passed a Bill for debt ceiling increase; it now goes to the Senate.
 - Rescinds \$28 billion from unspent COVID response funds.
 - American Rescue and Recovery Act (ARPA) is not subject to the rescission because they are direct transfers to the state.
 - Coronavirus Response and Relief and Supplemental Appropriations (CRRSA) and Coronavirus Aid Relief and Economic Security (CARES) Act are on reimbursement basis, meaning the money has not left the US treasury and therefore are required to be rescinded if the money has not been obligated. Colorado had about \$31 Million CRRSA dollars unobligated, the bulk of which were part of sub-allocations to DRCOG and PPACG.
 - Colorado has been able to obligate the \$31 million in these projects to other projects that are ready to get off the ground, pending FHWA approval.
- HB 23-1101 Herman Stockinger, Office of Policy and Government Relations - general comments from STAC members included:
 - Keep boundaries the same, they are working for STAC members.
 - Engage local communities more in the boundary review process.
 - The Advisory Committee approach is not necessarily the best for making recommendations to the TC - It comes across like a black box decision-making body.
 - CDOT recognized that each TPR will have their own approach to conducting TPR business.
- Program Distribution Logistics - Marissa Gaughan
 - STAC provides input and recommendations to the Transportation Commission regarding several formula-based programs.
 - Once STAC has worked through and made recommendations for all the formula programs, STAC will be presented with the results of all the programs together and make a final recommendation that will be presented to the Transportation Commission for their consideration and final decision.
 - Sheryl Trent will be our facilitator for the Program Distribution (formula program) discussions to take place starting in July through October of this year.
- Featured Region of the Month - Region 3 - Mark Rogers provided an overview of accomplishments and ongoing projects in CDOT Region 3. Projects highlighted included:
 - I-70B First and Grand Intersection Project
 - CO 13 Fortification Creek Wildlife Mitigation
 - I-70 Vail Auxiliary Lanes
 - I-70 R3 Mountain Passes
 - Region 3 uses Unmanned Aerial Systems (UAS) for collecting survey data and is the only Region to use LiDAR as part of their UAS survey program.
- Other Business - Heather Sloop, STAC Vice Chair
 - The August, September and October STAC meetings will be in-person, with August and September at DRCOG at 1001 17th Street, Denver, and the October meeting at CDOT headquarters.
 - The next STAC meeting is scheduled for July 6, 2023 and will be held virtually.