

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**HYBRID MEETING AGENDA**  
**November 4, 2021**

<b><u>In-Person Attendance Option</u></b> Public Works Administration Building 2525 West 1 <sup>st</sup> Street Loveland, CO 80537	<b><u>Virtual Attendance Option</u></b> Call-in Number: (872) 240-3311 Access Code: 784-815-789 Online Meeting: <a href="https://bit.ly/3gtbKbo">https://bit.ly/3gtbKbo</a>
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For assistance during the meeting, please contact Alex Gordon – [agordon@nfrmpo.org](mailto: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 – October 7, 2021 (Page 8)

**Lead Planning Agency for Air Quality Agenda**

**REPORTS:**

- |  |  |      |
|--|--|------|
| 3) Air Pollution Control Division (APCD)         | (Written)  |      |
| 4) Regional Air Quality Council (RAQC) (Page 12) | Mike Silverstein – Executive Director, RAQC                | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 15)  | Medora Bornhoft – Transportation & Air Quality Planner III | 6:20 |

**Metropolitan Planning Organization Agenda**

**REPORTS:**

- |  |  |      |
|--|--|------|
| 6) Report of the Chair   |  |      |
| <ul style="list-style-type: none"> <li>• D. Clark Recognition</li> <li>• Front Range Passenger Rail District Director Appointments (Page 16)</li> <li>• Election of 2022 Officers</li> </ul> | Will Karspeck - Council Chair – Town of Berthoud | 6:25 |
| 7) Executive Director Report   |  |      |
| <ul style="list-style-type: none"> <li>• Self Evaluation</li> </ul>  | Suzette Mallette - Executive Director            | 6:30 |
| 8) TAC (Page 17)   | (Written)  |      |
| 9) Mobility  | (Written)  |      |
| 10) Community Advisory Committee (CAC) (Page 18)   | (Written)  |      |
| 11) Q3 TIP Modifications (Page 19)   | (Written)  |      |

**CONSENT ITEM:**

- |  |   |      |
|--|---|------|
| 12) TIP Project Delay Resolution 2021-21 (Page 34) | AnnaRose Cunningham – Transportation Planner II | 6:35 |
|--|---|------|

**ACTION ITEMS:**

- |  |                     |      |
|--|---------------------|------|
| 13) FY2021 Additional CMAQ Allocations Resolution 2021-22 (Page 39)                              | AnnaRose Cunningham | 6:40 |
| 14) Additional NFRMPO Comments on CDOT Greenhouse Gas Transportation Plan Budgets Rule (Page 42) | Medora Bornhoft     | 6:50 |



### DISCUSSION ITEMS:

- |   |  |      |
|---|--|------|
| 15) 2021 Coordinated Plan <i>(Page 47)</i>                      | Alex Gordon - Transportation Planner III         | 7:10 |
| 16) NFRMPO 10-Year Pipeline of Projects Update <i>(Page 57)</i> | Becky Karasko - Transportation Planning Director | 7:20 |

### COUNCIL REPORTS:

- |                                 |  |      |
|---------------------------------|--|------|
| Transportation Commission       | Kathleen Bracke - Transportation Commissioner              | 7:30 |
| CDOT R4 Update                  | Heather Paddock - CDOT R4 Transportation Director          |      |
| STAC Report <i>(Page 59)</i>    | (Written)  |      |
| I-25 Coalition/ US 34 Coalition | Scott James – Council Vice Chair, Weld County Commissioner |      |
| Host Council Member Report      | Dave Clark – Councilmember, City of Loveland               | 7:40 |

### MEETING WRAP UP:

- |                                       |  |      |
|---------------------------------------|--|------|
| Next Month's Agenda Topic Suggestions |  | 7:45 |
|---------------------------------------|--|------|



## ***MPO Planning Council***

### ***Town of Berthoud***

**William Karspeck, Mayor - Chair**

Alternate- Maureen Dower, Mayor Pro Tem

### ***Weld County***

**Scott James, Commissioner - Vice Chair**

Alternate- Perry Buck, Commissioner

### ***City of Loveland***

**Dave Clark, Councilmember - Past Chair**

### ***Town of Eaton***

**Lanie Isbell, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

### ***City of Evans***

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

### ***City of Fort Collins***

**Jeni Arndt, Mayor**

Alternate- Tricia Canonico, Councilmember

### ***Town of Garden City***

**Fil Archuleta, Mayor**

Alternate- TBD

### ***City of Greeley***

**Brett Payton, Councilmember**

Alternate- John Gates, Mayor

### ***Town of Johnstown***

**Troy Mellon, Councilmember**

### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

### ***Town of LaSalle***

**Paula Cochran, Trustee**

### ***Town of Milliken***

**Elizabeth Austin, Mayor**

### ***Town of Severance***

**Frank Baszler, Trustee**

### ***Town of Timnath***

**Lisa Laake, Trustee**

### ***Town of Windsor***

**Paul Rennemeyer, Mayor**

Alternate- Ken Bennett, Mayor Pro Tem

### ***CDPHE- Air Pollution Control Division***

**Dena Wojtach, Manager, Planning & Policy Program**

### ***Colorado Transportation Commission***

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	<b>FTA program funding to define “state of good repair” and set standards</b> 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	<b>CDOT’s Strategic Investment Program and projects</b> —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	<b>Fixing America's Surface Transportation Act (federal legislation, signed December 2015)</b>
FASTER	Funding Advancements for Surface Transportation and Economic Recovery ( <b>Colorado's S.B. 09-108</b> )
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	<b>Highway Users Tax Fund (the State's primary funding source for highways)</b>
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	<b>On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)</b>
O <sub>3</sub>	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

October 7, 2021  
Hybrid Meeting

### **Voting Members Present:**

Will Karspeck- Chair	-Berthoud
Jeni Arndt	-Fort Collins
Elizabeth Austin	-Milliken
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Lanie Isbell	-Eaton
Scott James	-Weld County
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

### **Voting Members Absent:**

Fil Archuleta	-Garden City
Paula Cochran	-LaSalle
Lisa Laake	-Timnath
Dave Clark	-Loveland
Troy Mellon	-Johnstown
Dena Wojtach	-CDPHE-APCD
Elizabeth Austin	-Milliken

### **MPO Staff:**

**Suzette Mallette**, Executive Director; **Cory Schmitt**, Mobility Manager; **Merideth Kimsey**, Accounting Manager; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III; **AnnaRose Cunningham**, Transportation Planner I

### **In Attendance:**

Allison Baxter, Brad Buckman, Tricia Canonico, Rich Christy, Spencer Dodge, Caleb Feaver, Jamie Grim, Josie Hadley, Butch Hause, Omar Herrera, Mark Jackson, Will Jones, Katrina Klobberdanz, Joe Neguse, Heather Paddock, Evan Pinkham, Randy Ready, Kim Redd, Elizabeth Relford, Jan Rowe, Robin Stoneman, Eric Tracy, Paul Trombino III

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

### **Public Comment:**

Congressman Joe Neguse reported there is progress being made on raising the debt ceiling, the Bipartisan Infrastructure Deal, and the Build Back Better Deal. Neguse has been in contact with CDOT Executive Director Lew on transportation priorities for Colorado and requested Planning Council communicate with his office about priorities in Northern Colorado. Neguse noted Kim Redd in his Fort Collins office can act as a resource.

### **Move to Approve Agenda and Minutes**

James **moved** to *APPROVE THE OCTOBER 7, 2021 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Rennemeyer and **passed** unanimously.

Rennemeyer **moved** to *APPROVE THE SEPTEMBER 2, 2021 and the September 16, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Payton 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)

A written report was provided.



### NFRMPO Air Quality Program Updates

Bornhoft stated there has been no update from the EPA on the final decision to expand the 2015 ozone nonattainment area to include Weld County. SIP development continues as RAQC is developing transportation control measures. NFRMPO staff has been participating in these efforts, including helping to develop Motor Vehicle Emissions Budgets (MVEB).

### **Metropolitan Planning Organization (MPO) Agenda**

Chair Karspeck opened the MPO portion of the meeting.

### **REPORTS:**

#### Report of the Chair

Chair Karspeck stated there was an HR Committee update. Payton stated the HR Committee has been working on Executive Director Mallette's annual review, including putting together an electronic questionnaire. The HR Committee is recommending moving forward with the questionnaire in November, evaluate the results in December, and discuss the results with Mallette in January.

#### Executive Director Report

Mallette thanked CDOT Region 4 staff for the tour of North I-25 Segments 7 and 8 prior to the Council meeting. Mallette stated the Council needs to identify two directors for the Front Range Passenger Rail District Board of Directors by March 2022. Council agreed to making the recommendation at the December meeting. Karspeck suggested having interested Planning Council members reach out to Mallette or himself. Mallette noted CDOT will be reviewing the 10 Year List of Projects and having conversations with STAC and the Transportation Commission. Mallette updated the Council on the LinkNoCo project status, which is moving onto corridor evaluation. Next steps will be public outreach in late October, and the Policy Advisory Group will be contacted by the Project Team about their first meeting in January 2022.

#### TAC

A written report was provided.

#### Finance

A written report was provided.

#### Mobility

Schmitt highlighted the history, timeline, milestones, and goals of the LinkNoCo project. Phase 1 is underway, and Phase 2 and 3 will occur throughout 2022 and 2023. Schmitt provided a walkthrough of the new *rideno.co* website, which will allow people to identify what transportation options exist for older adults and people with disabilities. The RFP is out for an embedded trip planning tool to be added to the website, allowing people to get more personalized results. Phase 3 will focus on trip dispatching, and will be guided by a Technology Steering Committee. The Committee will start meeting in fall 2021, with the project underway by summer 2022, and phase 3 completed in winter 2022.

James asked if this project was related to the Premium Transit Analysis. Mallette noted the two projects were approved by the Council to receive MMOF funds but are two separate projects.

Karspeck asked how GTFS works for agencies like RAFT. Schmitt stated GTFS-Flex allows for the data to be adapted for human service agencies that do not have fixed route services by creating a geofence around the service area.

#### Community Advisory Committee (CAC)

A written report was provided.

### **CONSENT AGENDA:**

#### FY2022-2023 UPWP FY2022 Budget Amendment #1 –

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

### **ACTION ITEMS:**

2021 Call for Projects Guidebook – Cunningham reviewed the updates to the Call for Projects, including the I-25 CMAQ set-aside, updated scoring criteria, and additional funding amounts. Cunningham described the

EJ Plan recommendations and how the recommendations relate to *HB1266 Colorado Environmental Justice Act*. Cunningham summarized the discussion at TAC, including a new proposal for STBG scoring. The new proposal lowered the number of points to EJ to 10 and better tied the scoring to the EJ Analysis Worksheet that sponsors will complete. TAC recommended NFRMPO staff review how environmental justice scores impact overall scoring processes once projects have been awarded.

James asked what agency defines DI communities. Cunningham responded CDPHE is leading the effort based on HB1266. Bracke requested more information about the difference between DIC and EJ areas. Cunningham noted the EJ areas are based on regional averages for low income and minority populations, while DI communities are based on a 40 percent threshold set in HB1266. Bracke asked how the Call for Projects relates to the GHG rulemaking. Mallette responded the projects funded through the NFRMPO Call for Projects do not typically meet the regionally significant project definition and are not modeled. Bracke requested there be synergy between funded projects and GHG budgets.

James recommended switching the number of points for Economic Development and EJ. Stephens and Arndt noted their support for keeping higher points for EJ or better tying together Economic Development and EJ. Planning Council discussed the number of points to be awarded and decided to award 8 points to Economic Development and 7 points to EJ.

Arndt **moved** to approve RESOLUTION NO. 2021-20 *ADOPTING THE PROCESS FOR THE 2021 CALL FOR PROJECTS*. The motion was **seconded** by James and **passed** unanimously.

NFRMPO Comments on CDOT Greenhouse Gas Transportation Plan Budgets Rule – Bornhoft reviewed the setting and timeline for Greenhouse Gas budgets, including the rule under review right now. Bornhoft noted the NFRMPO has received some of the data requested but is still waiting for some additional data. Bornhoft reviewed draft comment letter based on previous Council input. Bornhoft highlighted the letter's focus on the importance of developing a clear, procedurally sound GHG rule; the amount of emission reductions from the GHG rule needed to achieve State GHG goals; and the role of VMT. Bornhoft explained thirteen recommended improvements that could be made to improve the rule. Public comment on the rule is due by October 15, 2021. Councilmembers noted NFRMPO staff's work on this effort and supported the recommendations included in the letter.

James **moved** to approve *THE NFRMPO COMMENT LETTER ON CDOT'S GREENHOUSE GAS TRANSPORTATION PLAN BUDGETS RULE*. The motion was **seconded** by Rennemeyer and **passed** unanimously. Bracke abstained from voting.

#### **DISCUSSION ITEM:**

FY2021 TIP Project Delay Review – James noted the Weld County CNG Vehicle Replacement project is facing a second delay because of the suspension of the Buy America waiver for vehicles. James recommended funding the two partially funded CMAQ projects from the same Call for Projects, which include COLT and Transfort bus purchases, and assigning the rest to I-25 Segment 6. Cunningham presented on the TIP delay policy, which allows TAC to recommend a one-year first extension of TIP projects that miss their milestones, and Council to approve a second-year extension. Rennemeyer noted his support for funding the Windsor project. Councilmembers supported returning funding from the Weld County vehicle project to fully fund the partially funded projects and I-25, and granting second extensions to the other projects.

#### **COUNCIL REPORTS:**

Transportation Commission – Bracke highlighted CDOT's tour of the work being done on I-25 Segments 7 and 8. There will be discussions about the 10 Year List of Projects at STAC and Transportation Commission, focusing on programming funding. Bracke remains hopeful on federal infrastructure funding.

CDOT R4 Update – CDOT will be starting the next prioritized list of the 10 Year List of Projects in late October or early November. I-25 Segment 5 will be an upcoming focus. Paddock noted the new COTrip Planner app that CDOT recently updated.

STAC report – A written report was provided.

I-25 Coalition – Congressman Neguse attended the meeting and highlighted many of the same discussion items. James noted the Greeley Public Works Director has new ideas to begin implementing the corridor recommendations. The US34 Coalition will meet in November.

Host Council Member Report – Arndt noted the progress on the Vine and Lemay Overpass project which will open by the end of 2021. Transfort continues to invest in electric buses, anticipating 11 battery electric buses and six depot chargers by 2024. Fort Collins continues to invest in the City’s Low Stress Bike Network, including crossing improvements at Shields St. and Magnolia St. and at Columbia Road and Lemay Avenue. The West Elizabeth Corridor Project expects 30% Design Completion in early 2022 and entering FTA Small Starts processes in the next three to five years.

**MEETING WRAP-UP:**

Next Month’s Agenda Topic Suggestions

None.

The meeting was adjourned at 8:13 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff



Date: October 25, 2021

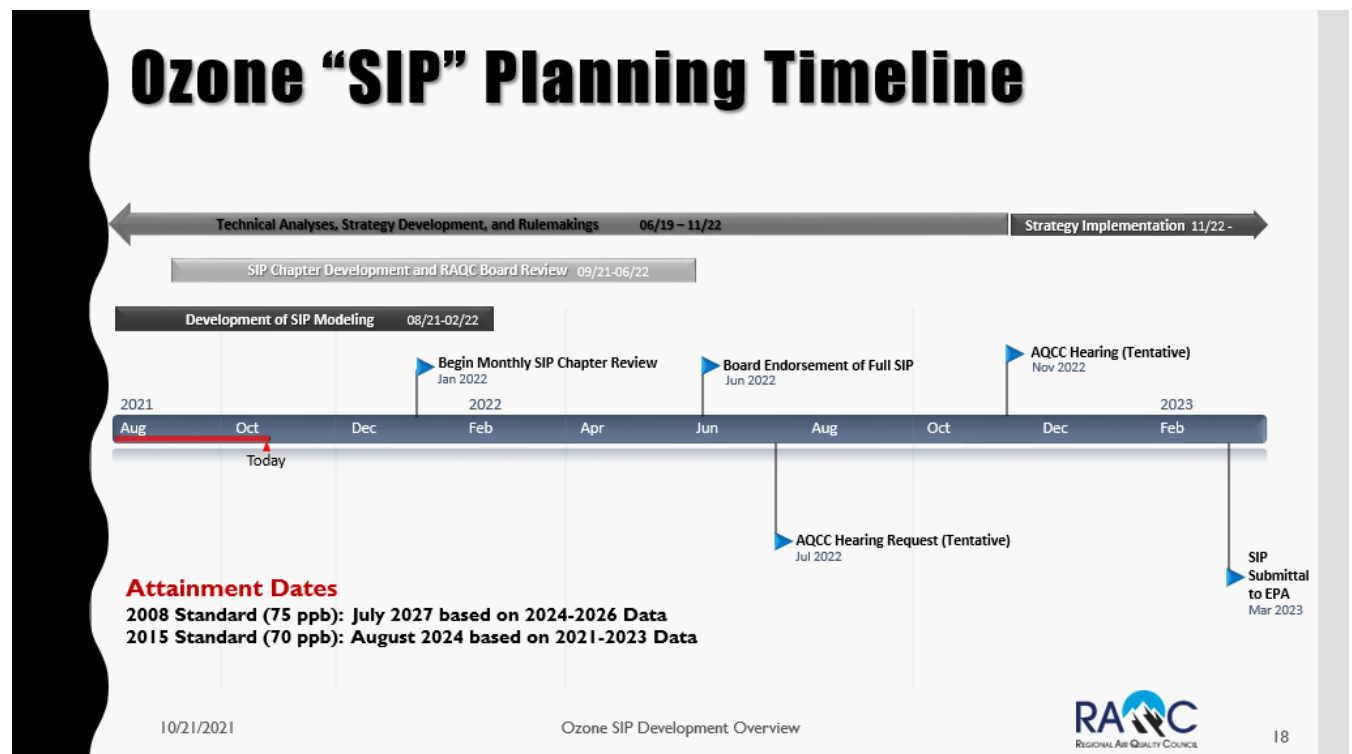
From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

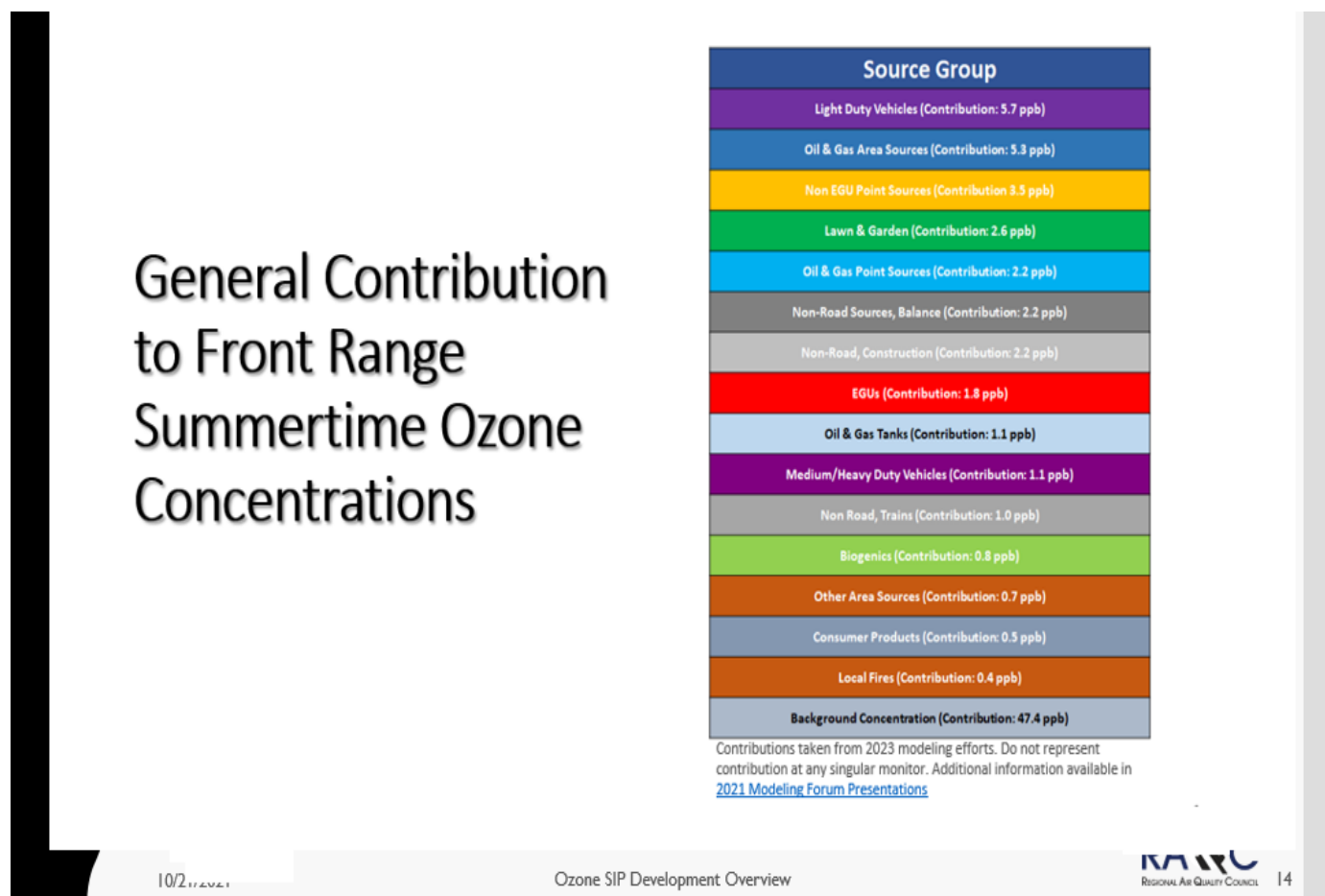
Subject: Monthly Briefing Memorandum

### **Development of the Next Ozone Plan**

The RAQC has initiated development of the next ozone plan. The RAQC and the Air Pollution Control Division are partnering to develop the State Implementation Plan, or “SIP”, which brings together in one document all technical and administrative requirements plus emission control measures necessary to comply with federal requirements and to demonstrate attainment of the National Ambient Air Quality Standards for ozone. As this timeline illustrates, all SIP elements including the appropriate emission reduction strategies will be brought forward to the RAQC Board and then to the Air Quality Control Commission by mid-2022 for consideration.



As we know, numerous emission control strategies are currently in place but they aren't achieving the necessary benefits to achieve attainment with ozone standards. So, we look to our modeling of projected future ozone concentrations to inform where we might gain additional ozone improvement. This image illustrates the ozone contribution of each source category.



All of this tells us that seeking emission reductions from on- and off-road vehicles, oil and gas activities, lawn and garden equipment, and industrial sources is prudent. While the RAQC relies on the Air Division to evaluate and develop industrial and oil and gas emission control measures, we are focusing on transportation and non-road engine strategies.

For transportation, the RAQC has established a workgroup that is exploring “indirect source rules”. Indirect sources generate or attract motor vehicle activity, such as shopping malls, developments, office buildings, and warehouses. These activities, while they may not directly create pollution, attract and amplify activities that do. From reducing emissions from a specific source or piece of equipment to facilities as a whole, the scope of indirect sources is broad. There are multiple areas we will explore to begin examining the landscape in Colorado: light-

duty traffic from consumer activity, heavy-duty traffic from warehouse activity, land development, and construction activity to name a few.


For “non-road engines”, a second workgroup has been established to evaluate options for reducing emissions from lawn and garden equipment, construction equipment, and expanding voluntary programs. These options include: identifying means of increasing the reach of current programs through additional incentives, accessing low emission diesel fuels, adopting electric lawn and garden electrification standards and incentivizing the changeout of gas powered equipment to electricity, and encouraging usage restrictions – seasonal/temporal/permanent operating restrictions – on older vehicles and equipment.

A third workgroup is evaluating how to better “assist local governments” to implement voluntary or mandatory initiatives designed to reduce emissions within their jurisdictions. Resources libraries and toolkits will be developed for locals to utilize as their needs dictate, mentor relationships will be facilitated, and engagement/outreach approaches will be deployed.

New RAQC Work Groups	Work Group Goal
Indirect Source Rule	<ul style="list-style-type: none"> <li>- Identify and review existing ISR programs</li> <li>- Identify potential benefits and roadblocks for establishing program in DMNFR</li> <li>- If determined appropriate, draft regulatory framework to establish program in DMNFR</li> </ul>
Non-Road Engine Strategies	<ul style="list-style-type: none"> <li>- Identify and review programs reducing emissions from non-road engines through limiting usage</li> <li>- Identify potential benefits and roadblocks for establishing program in DMNFR</li> <li>- If determined appropriate, draft regulatory framework to establish program in DMNFR</li> </ul>
Local Government Collaboration	<ul style="list-style-type: none"> <li>- Identify programs/policies to target with outreach efforts</li> <li>- Develop materials to aid in implementation of programs/policies</li> <li>- Conduct targeted outreach to/establish local gov't network for continued, active engagement</li> <li>- Complement climate planning efforts</li> </ul>

10/21/2021

Ozone SIP Development Overview



19

The workgroups are meeting on the 4<sup>th</sup> Tuesday of each month.

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: November 4, 2021**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### 2015 Ozone Boundary Update

As of October 26, 2021, the EPA has *not* released a final rule regarding the possible designation of the entirety of Weld County as nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS). Per the EPA's proposed rule, a final determination is expected to occur sometime after late September 2021.

#### GHG Transportation Budgets

The greenhouse gas (GHG) Transportation Budgets will be discussed during the "Additional NFRMPO Comments on CDOT Greenhouse Gas Transportation Plan Budgets Rule" Action item.

### Action

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

**RESOLUTION NO. 2021-XX**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF**  
**DIRECTORS**

**WHEREAS**, Colorado Senate Bill (SB) 21-238 requires two representatives from the North Front Range Metropolitan Planning Organization (NFRMPO) to serve on the new Front Range Passenger Rail District; and

**WHEREAS**, the Front Range Passenger Rail District area includes the entirety of the NFRMPO; and

**WHEREAS**, the Directors appointed to the Board must be elected officials representing the NFRMPO; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council desires to have representation from each of its two counties, Larimer and Weld

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby recommends LARIMER COUNTY REPRESENTATIVE of the Town/City/County and WELD COUNTY REPRESENTATIVE of Town/City/County to serve as Directors on the Front Range Passenger Rail District representing the NFRMPO.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of November 2021.

\_\_\_\_\_  
William Karspeck, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director



**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
October 20, 2021**

**APPROVAL OF THE SEPTEMBER 15, 2021 TAC MINUTES**

Relford moved to approve the September 15, 2021 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

**REGIONAL AIR QUALITY UPDATES**

**Regional Air Quality Updates** – Bornhoft stated the Planning Council approved the Greenhouse Gas (GHG) Reduction Budgets comment letter, which was submitted to CDOT. The public comment period has been extended to close at noon on November 18, 2021 and a revised rule was released. The Alt Fuels Colorado grant opportunity is open through October 29, 2021. Ferko stated SIP strategy review efforts are underway with two monthly meetings: an overall strategy meeting looking at detailed elements of the SIP as well as a targeted work group meeting for strategies that are more intensive. Coffin stated the Colorado Energy Office, CDOT, and CDPHE have prepared a Heavy-Duty Vehicle Study. CDPHE will host webinars in November to discuss the study, with the potential adoption of a policy in 2022.

**ACTION ITEM**

**FY2021 TIP Project Delay Review** – Cunningham stated Planning Council discussed the delayed TIP projects at their October 7, 2021 meeting. Planning Council discussed granting 2<sup>nd</sup> extensions to two of the projects with 2<sup>nd</sup> delays. Commissioner James recommended removing the funds from the *Weld County CNG Vehicles* project due to the suspension of Buy America waivers. Cunningham noted the *Timberline Road Corridor Improvements* project has an updated ad date of October 2021 rather than September 2021. One project has a 1<sup>st</sup> delay.

Klockeman moved to provide a 1<sup>st</sup> Extension to the project with a 1<sup>st</sup> delay and recommend Planning Council provide 2<sup>nd</sup> Extensions to the two projects with second delays that have provided anticipated ad dates and remove funding from the *Weld County CNG Vehicles* project, returning the funds to the CMAQ pool for allocation by Planning Council. Relford seconded the motion, and it was approved unanimously.

**ACTION/DISCUSSION ITEM**

**FY2021 Additional CMAQ Allocations** – Cunningham stated the *Weld County CNG Vehicles* project would return \$2.2M to be reallocated to other projects. COLT and Transfort stated they could accept further funds to be fully funded as they are partially funded projects from the same Call. The *COLT Diesel Bus Replacement* project would receive an additional \$120k, and the *Transfort CNG Buses* project would receive an additional \$46k.

Relford moved to recommend Planning Council allocate the additional CMAQ funding to the two partially funded projects from the FY2020-2021 Call for Projects able to accept funding and the remaining funding be awarded to North I-25. Herrera seconded the motion, and it was approved unanimously.

**PRESENTATIONS**

**2021 Call for Projects** – Cunningham noted the 2021 Call for Projects opened on October 8, 2021. NFRMPO staff is available for technical and application assistance through December 2, 2021. Cunningham noted STBG scoring criteria was updated such that Environmental Justice (EJ) is worth seven points and Economic Development is worth eight points. The Partnership scoring definition was updated to note each partner must contribute at least 10 percent of the local match requirement.

Bryce Reeves, CDOT Region 4, reviewed CDOT's Local Agency Project oversight. The Local Agency Manual was revised in July 2020 and is available on CDOT's website. Reeves advised setting realistic dates for project development and delivery, and to use CDOT Local Agency Coordinators as a resource.

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

October 14, 2021

**Attendees:** AnnaRose Cunningham, Alex Gordon, Brooke Bettolo, Kimberly Baker, Diego Lopez

**Public Involvement Plan (PIP) Update**

The group discussed ways to improve outreach for the NFRMPO. The discussion focused on the following themes:

- Focus on intentionality and being specific in what is meant and expected
- Build capacity for feedback overtime like with the CAC
- How can you properly reimbursement or compensate people for their time knowing it is not within their job responsibilities – what are the requirements/laws?
- Be deliberate about closing the feedback loop, specifically through evaluation
- Do a stakeholder and gap analysis
- Do listening sessions
- Do more work with community groups, including panel surveys, go to where people are, and visit more boards and commissions
- Share resources with CSU and the school districts
- Use project ambassadors to build relationships and increase public presence

CAC members were asked to provide additional feedback using the Google Form:

<https://forms.gle/GGugMvezgHDmBMu66>

The meeting adjourned at 7:11 p.m. The next meeting date will be November 11.

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

## Administrative Modification #2021-M7 Revised

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 7/28/2021

### Strategic

#### PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
<b>Type:</b>	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	7,518	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,421	93,402	18,408	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>496,783</b>	-	<b>42,921</b>	<b>93,402</b>	<b>18,408</b>	-	<b>154,731</b>	-

**REVISED ENTRY**

<b>Title:</b>	<b>North I-25: Design Build</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>FY 22 Rolled</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 22-25 TOTAL</b>	<b>Future Funding</b>
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
<b>Type:</b>	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,421	93,402	18,408	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>496,612</b>	<b>-</b>	<b>42,921</b>	<b>93,402</b>	<b>18,408</b>	<b>-</b>	<b>154,731</b>	<b>-</b>
<b>Revision:</b>	Correcting FY2020-2023 TIP #2021-M6.2: shift \$171K (\$137K Federal/\$34K State) PWQ in Previous Funding from SSP4428.012 to SSP4428.0147.										

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal/State	PWQ	1,235	-	-	-	-	-	-	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	191,324	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	5,000	-	5,000	10,000	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	2,000	-	-	-	-	-	-	-
		Local	Private	3,498	-	-	-	-	-	-	-
			<b>Total</b>	<b>276,857</b>	-	<b>6,000</b>	<b>10,000</b>	-	-	<b>16,000</b>	-

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	5,000	-	4,719	10,281	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	-	-	-	1,500	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>265,286</b>	<b>11,742</b>	<b>5,929</b>	<b>10,281</b>	-	-	<b>27,952</b>	-

**Revision:** Correcting FY2020-2023 TIP #2021-M6.2: shift \$171K (\$137K Federal/\$34K State) PWQ in Previous Funding from SSP4428.012 to SSP4428.0147. Increasing 7PX by \$210K in FY22 from project closeout of SR46600.081 in FY2019-2022 TIP. Roll forward \$6,500K PAN, \$244K 7PX, \$1,500K Local, and \$3,498K Private from FY2020-2023 TIP to FY2022 Rolled. Shift \$281K FASTER Safety from FY22 to FY23.

**Surface Treatment****PREVIOUS ENTRY**

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	STBG/NHPP	25,302	-	8,757	8,757	8,757	8,757	<b>35,028</b>	-
<b>STIP ID:</b>	SR45218	State	SHF	3,952	-	1,668	1,668	1,668	1,668	<b>6,672</b>	-
<b>TIP ID:</b>	P-13	State	SB1	-	-	-	-	-	-	-	-
<b>Type:</b>	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
<b>Total</b>				<b>29,254</b>	-	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>41,700</b>	-

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4
SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4
SR45218.234	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4

**REVISED ENTRY**

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	STBG/NHPP	25,302	-	8,757	8,757	8,757	8,757	<b>35,028</b>	-
<b>STIP ID:</b>	SR45218	State	SHF	3,952	-	2,075	1,668	1,668	1,668	<b>7,079</b>	-
<b>TIP ID:</b>	P-13	State	SB1	-	-	-	-	-	-	-	-
<b>Type:</b>	Surface Treatment	Local	L	-	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis	Local	LOM	-	-	-	-	-	-	-	-
<b>Total</b>				<b>29,254</b>	-	<b>10,832</b>	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>42,107</b>	-

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4
SNF5788.045	SH257 & Eastman Park Drive Intersection	CDOT Region 4
SR45218.232	US 85 5th to O St. Business Surface	CDOT Region 4
SR45218.234	SH257 Windsor Resurfacing Eastman to 34	CDOT Region 4

**Revision:** Increasing SHF State pool funding by \$407K in FY22.

## CDOT Region 4 Transportation Alternatives (TA)

### PREVIOUS ENTRY

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TAP	3,595	-	800	1,575	573	575	<b>3,523</b>	-
<b>STIP ID:</b>	SR47020	Local	L	2,287	-	200	394	-	-	<b>594</b>	-
<b>TIP ID:</b>	P-14	Local	LOM	546	-	-	2,260	-	-	<b>2,260</b>	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	<b>6,428</b>	-	<b>1,000</b>	<b>4,229</b>	<b>573</b>	<b>575</b>	<b>6,377</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:										
	<b>STIP ID</b>	<b>Title</b>		<b>Sponsor</b>							
	SR47020.026	Power Trail Grade Separation at Harmony Rd		Fort Collins							
	SR47020.028	Namaqua Ave Trail Underpass		Loveland							
	SR47020.042	Non-Motorized sidewalk at 57th St/US287		Larimer County							

### REVISED ENTRY

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TAP	2,995	600	900	1,475	573	575	4,123	-
STIP ID:	SR47020	Local	L	2,137	150	224	370	-	-	744	-
TIP ID:	P-14	Local	LOM	0	546	-	2,260	-	-	2,806	-
Type:	Bike/Ped Facility		Total	5,132	1,296	1,124	4,105	573	575	7,673	-
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title	Sponsor								
	SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins								
	SR47020.028	Namaqua Ave Trail Underpass	Loveland								
	SR47020.042	Non-Motorized sidewalk at 57th St/US287	Larimer County								
Revision:	Roll forward \$600K Federal /\$150K Local/\$546K Local Overmatch from FY2020-2023 TIP. Advancing \$124K (\$100K Federal/\$24K Local) from FY23 to FY22.										

**Congestion Mitigation & Air Quality (CMAQ)****PREVIOUS ENTRY**

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	5,272	-	-	-	-	-	0	-
STIP ID:	SST7007.010	Local	L	629	-	-	-	-	-	0	-
TIP ID:	2016-004		<b>Total</b>	<b>5,901</b>	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.										

**REVISED ENTRY**

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	4,626	646	-	-	-	-	646	-
STIP ID:	SST7007.010	Local	L	629	-	-	-	-	-	0	-
TIP ID:	2016-004		<b>Total</b>	<b>5,255</b>	<b>646</b>	-	-	-	-	<b>646</b>	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.										
Revision:	Rolling project into current TIP from FY2020-2023 TIP by rolling \$646K Federal funding from FY21 to FY22 Rolled.										

**PREVIOUS ENTRY**

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	1,900	-	-	-	-	-	-	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	-	-
TIP ID:	2020-01	Local	L	197	-	-	-	-	-	-	-
Type:	Transit	Local	LOM	59	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis										
			<b>Total</b>	<b>3,064</b>	-	-	-	-	-	-	-
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										

**REVISED ENTRY**

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	950	950	-	-	-	-	950	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	-	-
TIP ID:	2020-01	Local	L	197	-	-	-	-	-	-	-
Type:	Transit	Local	LOM	57	2	-	-	-	-	2	-
Air Quality:	Exempt from conformity analysis										
			<b>Total</b>	<b>2,112</b>	<b>952</b>	-	-	-	-	<b>952</b>	-
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										
Revision:	Rolling project into current TIP from FY2020-2023 TIP by rolling \$950K Federal and \$2K Local from FY21 to FY22 Rolled.										



**PREVIOUS ENTRY**

Title:	GET Diesel Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	2,488	-	-	-	-	-	0	-
STIP ID:	SST7007.018	Local	L	315	-	-	-	-	-	0	-
TIP ID:	2020-002		<b>Total</b>	<b>2,803</b>	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.										

**REVISED ENTRY**

Title:	GET Diesel Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	-	2,488	-	-	-	-	2,488	-
STIP ID:	SST7007.018	Local	L	-	315	-	-	-	-	315	-
TIP ID:	2020-002		<b>Total</b>	-	<b>2,803</b>	-	-	-	-	<b>2,803</b>	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.										
Revision:	Rolling project into current TIP from FY2020-2023 TIP by rolling \$757K Federal/\$157K Local FY20 and \$1,732K Federal/\$157K Local FY21 to FY22 Rolled.										

**PREVIOUS ENTRY**

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	640	-	-	-	-	640	-
STIP ID:	SNF5173.054	Local	L	-	133	-	-	-	-	133	-
TIP ID:	2020-005	Local	LOM	-	27	-	-	-	-	27	-
Type:	ITS Traffic Controls		<b>Total</b>	-	<b>800</b>	-	-	-	-	<b>800</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.										

**REVISED ENTRY**

Title:	Traffic Signal Progression Improvements—US 34	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	630	10	-	-	-	-	10	-
STIP ID:	SNF5173.054	Local	L	131	2	-	-	-	-	2	-
TIP ID:	2020-005	Local	LOM	-	27	-	-	-	-	27	-
Type:	ITS Traffic Controls		<b>Total</b>	<b>761</b>	<b>39</b>	-	-	-	-	<b>39</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	US 34 East traffic responsive program for 12 intersections, from Monroe Avenue East to Centerra. Includes additional software module for central signal system, additional lane by lane and advanced radar detection units.										
Revision:	Correcting roll forward: Shifting \$630K Federal/\$131K Local to Previous Funding. No change to total project funding.										

**PREVIOUS ENTRY**

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	387	-	-	-	-	387	-
STIP ID:	SR46666.060	Local	L	-	81	-	-	-	-	81	-
TIP ID:	2023-002	Local	LOM	-	1,319	-	-	-	-	1,319	-
Type:	Intersection Improvements		<b>Total</b>	-	<b>1,787</b>	-	-	-	-	<b>1,787</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	New signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool.										
Revision:	<a href="#">Correcting roll forward: Funding remains in FY21, project being removed from FY2022-2025 TIP.</a>										

**Surface Transportation Block Grant (STBG)****PREVIOUS ENTRY**

Title:	US 34 Widening - Boise to Rocky Mountain Ave	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	STBG	1,537	-	-	-	-	-	-	0
STIP ID:	SNF5788.052	Local	L	319	-	-	-	-	-	-	0
TIP ID:	2023-005		<b>Total</b>	1,856	-	-	-	-	-	-	0
Type:	Widening										
Air Quality:	Included in conformity analysis										
Description:	Widen 1,100 LF from 4-lanes to 6-lanes.										
Revision:	Roll forward project into current TIP from FY2020-2023 TIP.										

**REVISED ENTRY**

Title:	US 34 Widening - Boise to Rocky Mountain Ave	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	STBG	-	1,537	-	-	-	-	-	1,537
STIP ID:	SNF5788.052	Local	L	-	319	-	-	-	-	-	319
TIP ID:	2023-005		<b>Total</b>	-	1,856	-	-	-	-	-	1,856
Type:	Widening										
Air Quality:	Included in conformity analysis										
Description:	Widen 1,100 LF from 4-lanes to 6-lanes.										
Revision:	<a href="#">Roll forward project into current TIP from FY2020-2023 TIP.</a>										

**PREVIOUS ENTRY**

Title:	US 287 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	877	-	-	-	-	877	-
STIP ID:	SNF5788.053	Local	L	-	182	-	-	-	-	182	-
TIP ID:	2021-002		<b>Total</b>	-	<b>1,059</b>	-	-	-	-	<b>1,059</b>	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Address traffic signal deficiencies at three intersections along US287 (College Ave): Swallow Road, Pitkin Street and Rutgers Avenue.										

**REVISED ENTRY**

Title:	US 287 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	STBG	-	877	-	-	-	-	877	-
STIP ID:	SNF5788.053	Local	L	-	182	-	-	-	-	182	-
TIP ID:	2021-002		<b>Total</b>	-	<b>1,059</b>	-	-	-	-	<b>1,059</b>	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Address traffic signal deficiencies at three intersections along US287 (College Ave): Pitkin Street, Columbia Road, and Harvard Street.										
Revision:	Updating project description based on project location change.										

**PREVIOUS ENTRY**

Title:	83rd Ave Roadway Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	STBG	-	-	-	1,362	-	-	1,362	-
STIP ID:	SNF5788.054	Local	L	-	-	-	283	-	-	283	-
TIP ID:	2023-006	Local	LOM	-	-	-	3,477	-	-	3,477	-
Type:	Widening		<b>Total</b>	-	-	-	<b>5,122</b>	-	-	<b>5,122</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	Widen from 2-lane to 4-lane between 10th St to Sheepdraw Bridge and add detached sidewalks and bike lanes										

**REVISED ENTRY**

Title:	83rd Ave Roadway Improvements	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Greeley	Federal	STBG	-	-	-	1,873	-	-	1,873	-
STIP ID:	SNF5788.054	Local	L	-	-	-	389	-	-	389	-
TIP ID:	2023-006	Local	LOM	-	-	-	2,860	-	-	2,860	-
Type:	Widening		<b>Total</b>	-	-	-	<b>5,122</b>	-	-	<b>5,122</b>	-
Air Quality:	Exempt from conformity analysis										
Description:	Widen from 2-lane to 4-lane between 10th St to Sheepdraw Bridge and add detached sidewalks and bike lanes										
Revision:	Increasing Federal STBG funding by \$511K and decreasing Local Match/Overmatch by \$511 in FY23 as approved by Resolution #2021-17. No change to total project cost.										

**Multimodal Options Fund (MMOF)****PREVIOUS ENTRY**

Title:	Centerra Trail	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	Loveland	Federal	TAP	-	325	400	-	-	-	725	-
<b>STIP ID:</b>	SR47020.038	State	MMOF	-	500	-	-	-	-	500	-
<b>TIP ID:</b>	2020-023	Local	L	-	125	-	-	-	-	125	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	-	<b>950</b>	<b>400</b>	-	-	-	<b>1,350</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Construct 1.8 miles of trail										

**REVISED ENTRY**

Title:	Centerra Trail	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	Loveland	Federal	TAP	93	232	400	-	-	-	632	-
<b>STIP ID:</b>	SR47020.038	State	MMOF	64	436	-	-	-	-	436	-
<b>TIP ID:</b>	2020-023	Local	L	23	102	-	-	-	-	102	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	<b>180</b>	<b>770</b>	<b>400</b>	-	-	-	<b>1,170</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Construct 1.8 miles of trail										
<b>Revision:</b>	Correcting roll forward: Shifting \$180K (\$93K Federal/\$64K State/\$23K Local) to Previous Funding. No change to total project funding.										

**PREVIOUS ENTRY**

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	Severance	Federal	TAP	-	100	500	-	-	-	600	-
<b>STIP ID:</b>	SR47020.039	State	MMOF	-	75	-	-	-	-	75	-
<b>TIP ID:</b>	2020-029	Local	L	-	75	-	-	-	-	75	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	-	<b>250</b>	<b>500</b>	-	-	-	<b>750</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Construct 0.7 miles of trail										

**REVISED ENTRY**

Title:	WCR23/Great Western Trail Pedestrian Connection	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	Severance	Federal	TAP	69	31	500	-	-	-	531	-
<b>STIP ID:</b>	SR47020.039	State	MMOF	9	66	-	-	-	-	66	-
<b>TIP ID:</b>	2020-029	Local	L	-	75	-	-	-	-	75	-
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	<b>78</b>	<b>172</b>	<b>500</b>	-	-	-	<b>672</b>	-
<b>Air Quality:</b>	Exempt from conformity analysis										
<b>Description:</b>	Construct 0.7 miles of trail										
<b>Revision:</b>	Correcting roll forward: Shifting \$78K (\$69K Federal/\$9K State) to Previous Funding. No change to total project funding.										

**PREVIOUS ENTRY**

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	State	MMOF	-	293	-	-	-	-	293	-
STIP ID:	SR47007.016	Local	L	-	293	-	-	-	-	293	-
TIP ID:	2020-032		<b>Total</b>	-	<b>585</b>	-	-	-	-	<b>585</b>	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										

**REVISED ENTRY**

Title:	SH 287 West Sidewalk Gap	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	State	MMOF	118	175	-	-	-	-	175	-
STIP ID:	SR47007.016	Local	L	-	293	-	-	-	-	293	-
TIP ID:	2020-032		<b>Total</b>	<b>118</b>	<b>467</b>	-	-	-	-	<b>467</b>	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.2 miles of sidewalk										
Revision:	Correcting roll forward: Shifting \$118K Federal funding to Previous Funding. No change to total project funding.										

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

## Administrative Modification #2021-M8

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 8/23/2021

### TRANSIT

#### State

#### NEW ENTRY

Title:	NFR Transit	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	-	500	-	-	-	500	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title				Sponsor					
	SR47008.001	Harmony Rd Transfer Center Phase 1				CDOT Region 4					
Revision:	Adding new project pool and one new project (STIP ID: SR47008.001 Harmony Rd Transfer Center Phase 1) with \$500K in FY22.										

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

## Administrative Modification #2021-M9

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 9/9/2021

### Strategic

#### PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	5,000	-	4,719	10,281	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	-	-	-	1,500	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>265,286</b>	<b>11,742</b>	<b>5,929</b>	<b>10,281</b>	<b>-</b>	<b>-</b>	<b>27,952</b>	<b>-</b>

#### REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	191,080	244	210	-	-	-	454	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402.	State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety	5,000	-	9,006	5,994	-	-	15,000	-
		State	7PT (SB 267 Transit)	4,300	-	1,000	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	-	-	-	-	1,500	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			<b>Total</b>	<b>265,286</b>	<b>11,742</b>	<b>10,216</b>	<b>5,994</b>	<b>-</b>	<b>-</b>	<b>27,952</b>	<b>-</b>

**Revision:** Advancing \$4,287K State FASTER Safety funding from FY23 to FY22.

## Congestion Mitigation & Air Quality (CMAQ)

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	-	1,569	2,798	-	-	4,367	-
STIP ID:	SST7007.017	Local	L	-	-	326	582	-	-	908	-
TIP ID:	2022-002		<b>Total</b>	-	-	<b>1,895</b>	<b>3,380</b>	-	-	<b>5,275</b>	-
Type:	Rolling Stock Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of five electric buses and associated equipment.										

### REVISED ENTRY

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	-	1,569	2,798	-	-	4,367	-
STIP ID:	SST7007.017	Federal	5339c	-	-	3,523	-	-	-	3,523	-
TIP ID:	2022-002	State	FASTER	-	-	200	-	-	-	200	-
Type:	Rolling Stock Replacement	Local	L	-	-	706	582	-	-	1,288	-
Air Quality:	Exempt from conformity analysis										
			<b>Total</b>	-	-	<b>5,998</b>	<b>3,380</b>	-	-	<b>9,378</b>	-
Description:	Purchase of five electric buses and associated equipment.										
Revision:	Adding \$4,103K total funding (\$3,523K Federal 5339c Low-No funds, \$200K State FASTER, and \$380K Local Funding) in FY22.										



State											
PREVIOUS ENTRY											
Title:	NFR Transit	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	-	500	-	-	-	500	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title	Sponsor								
	SR47008.001	Harmony Rd Transfer Center Phase 1	CDOT Region 4								
REVISED ENTRY											
Title:	NFR Transit	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	CDOT Region 4	State	7PT (SB 267 Transit)	-	-	800	-	-	-	800	-
STIP ID:	SR47008	Local	L	-	-	-	-	-	-	0	-
TIP ID:	P-25		Total	-	-	800	-	-	-	800	-
Type:	Operations										
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 NFR Transit Pool in the North Front Range Region. Includes the following pool projects:										
	STIP ID	Title	Sponsor								
	SR47008.001	Harmony Rd Transfer Center Phase 1	CDOT Region 4								
	Unassigned	Northern Colorado Bustang Maintenance Facility	CDOT Region 4								
Revision:	Adding new pool project "Northern Colorado Bustang Maintenance Facility" with \$300K in FY22										

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
November 4, 2021 Loveland	FY2021 TIP Project Delay Review **CONSENT**	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To provide an extension through June 30, 2022 (the end of State FY2022) for TIP projects with a second delay, and to remove the funding for the <i>Weld County CNG Vehicles</i> project.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>In August and September 2021, sponsors provided project status information for projects with a milestone deadline of FY2021 or earlier, summarized in <b>Table 1</b>.</li> <li>Twelve projects were subject to the FY2021 delay review. As shown in <b>Table 1</b>, eight projects have met the required milestone and four projects are delayed. Three delayed projects requested consideration for a 2<sup>nd</sup> extension, one project is requiring a 1<sup>st</sup> Extension.</li> <li>The <i>Timberline Road Corridor Improvements</i> project as presented to TAC in September had an anticipated ad date of late September. The ad date has been updated to October 2021 and TAC agreed to provide a 1<sup>st</sup> Extension due to this delay.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>TAC Discussed the FY2021 TIP Project Delay Review at the September 15, 2021 meeting and supported granting second extensions to all three projects with a 2<sup>nd</sup> delay. At their meeting on October 20, 2021 TAC provided a 1<sup>st</sup> Extension to the project with a 1<sup>st</sup> delay and recommended Planning Council approval of the 2<sup>nd</sup> Extensions and removal of funding.</li> <li>Planning Council was presented the Delay review at the October 7, 2021 meeting and discussed granting 2<sup>nd</sup> extensions to two projects with 2<sup>nd</sup> delays and removing the funds from the <i>Weld County CNG Vehicles</i> project due to the suspension of the Buy America Waivers and there being no anticipated ad date for the project.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The TIP delay procedure, as identified in the <i>FY2022-2025 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation).</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>		

#### Supporting Information Continued

- 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 2<sup>nd</sup> delays.
- Weld County has requested a 2<sup>nd</sup> Extension for the *Weld County CNG Vehicles* project, which is delayed due to the suspension of Buy America Waivers and has no current ad date. If Planning Council determines to not grant a 2<sup>nd</sup> Extension to the project, \$2.2M will be returned to the CMAQ pool.
- Allocation of the returned CMAQ funds will be discussed during the FY2021 CMAQ Additional Allocation discussion item later in the agenda.

#### 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

TAC recommends Planning Council provide 2<sup>nd</sup> Extensions to the two projects with second delays that have provided anticipated ad dates and removing funding from the *Weld County CNG Vehicles* project, returning the funds to the CMAQ pool for allocation to be discussed and approved by Council in the upcoming months.

#### Attachment

- **Table 1. FY2021 Project Status Report**
- ***Resolution 2021-21***

**Table 1. FY2021 Project Status Report**

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2021 PROJECT STATUS COMMENTS	2020 Review Outcome	2021 DELAY STATUS	Federal Funds in TIP (in thousands)
Transfort CNG Buses	Transfort	CMAQ	FY21	PO Issued 10/1	Agreement is being routed for signatures. Once signed, PO will be issued, delivery of buses expected in 12 months. (3 buses)	N/A	<i>Not Delayed*</i>	<b>\$1,900</b>
eBus & Charger Purchase	Transfort	CMAQ	FY19	Order Date: November 2020 & February 2021	Buses expected delivery date is November 2021. Chargers anticipated September 2021.	<b>2<sup>nd</sup> Delay</b>	<i>Not Delayed</i>	<b>\$1,914</b>
Traffic Signal Progression Improvements—US 34	Loveland	CMAQ	FY20	Notice to Proceed: July 2021	Equipment ordered. Will be installed upon arrival.	<b>1<sup>st</sup> Delay</b>	<i>Not Delayed</i>	<b>\$640</b>
CNG Fast Fill Stations	Loveland	CMAQ	FY19	RFP: June 2021	First Step of Design-Build Process, SOQ, commenced in May 2021 and RFP process in June 2021. RFP's rejected due to cost and process restarted. RFP's due September 2, 2021 with work start date anticipated for November 2021. CDOT has concurred that project status is in good standing.	<b>2<sup>nd</sup> Delay</b>	<i>Not Delayed</i>	<b>\$828</b>
COLT CNG Bus Replacement/Expansion	COLT	CMAQ	FY21	Order Date: August 2021	PO Issued for 2 CNG buses	N/A	<i>Not Delayed</i>	<b>\$1,734</b>
COLT Diesel Bus Replacement	COLT	CMAQ	FY21	Order Date: August 2021	PO Issued for 1 CBG Bus	N/A	<i>Not Delayed</i>	<b>\$504</b>
GET CNG Bus Replacement/Bus Expansion	GET	CMAQ	FY21	Order Date: December 2020	Buses ordered 12/30/2020, expected delivery early in 2022. Expected grant to be obligated early in 2022.	N/A	<i>Not Delayed</i>	<b>\$646</b>

\*Project sponsor anticipates meeting milestone deadline in September 2021, project should not need to be delayed.

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2021 PROJECT STATUS COMMENTS	2020 Review Outcome	2021 DELAY STATUS	Federal Funds in TIP (in thousands)
<b>GET Diesel Bus Replacement</b>	GET	CMAQ	FY21	Order Date: December 2020	Buses ordered 12/30/2020, expected delivery early in 2022. Expected grant to be obligated early in 2022.	N/A	<i>Not Delayed</i>	<b>\$2,489</b>
<b>Weld County CNG Vehicles</b>	Weld County	CMAQ	FY20	-	Project is delayed due to the suspension of the Buy America waiver process.	<b>1<sup>st</sup> Delay</b>	<b>2<sup>nd</sup> Delay</b>	<b>\$2,200</b>
<b>Intersection Improvements at SH257 &amp; Eastman Park Dr.</b>	Windsor	STBG	FY20	Anticipated: April 2022	Project delayed in 2020 due to CDOT SH257 Resurfacing. 2 <sup>nd</sup> Delay due to major scope change in layout of intersection due to development in the area.	<b>1<sup>st</sup> Delay</b>	<b>2<sup>nd</sup> Delay</b>	<b>\$1,000</b>
<b>Timberline Road Corridor Improvements</b>	Fort Collins	STBG	FY21	Anticipated: October 2021	Advertisement delayed due to ROW acquisition	N/A	<b>1<sup>st</sup> Delay</b>	<b>\$2,695</b>
<b>Little Thompson River Corridor Trail – Phase 1a</b>	Johnstown	TA	FY20	Anticipated: January 2022	1 <sup>st</sup> Delay due to prebbles mouse issues, working with state official on options. Project currently in design	<b>1<sup>st</sup> Delay</b>	<b>2<sup>nd</sup> Delay</b>	<b>\$250</b>

Project sponsor anticipates meeting milestone deadline in September 2021, project should not need to be delayed.

**RESOLUTION NO. 2021-21**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING ONE-YEAR EXTENSIONS FOR THE FY2021 TIP PROJECT DELAY REVIEW AND REMOVING**  
**FEDERAL CMAQ FUNDING FROM THE *WELD COUNTY CNG VEHICLES* PROJECT**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, 23 CFR PART §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

**WHEREAS**, the FY2022-2025 TIP identifies a procedure for delayed projects to promote 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; and

**WHEREAS**, the FY2021 TIP Project Delay Review found three projects have a second delay, including:

- Weld County’s *CNG Vehicles* project – \$2,200K CMAQ
- Windsor’s *Intersection Improvements at SH257 & Eastman Park Dr.* project – \$1,000K STBG
- Johnstown’s *Little Thompson River Corridor Trail – Phase 1a* project - \$250K; and

**WHEREAS**, the sponsors of *Intersection Improvements at SH257 & Eastman Park Dr* and *Little Thompson River Corridor Trail – Phase 1a* anticipate meeting the required milestone during State Fiscal Year (FY) 2021; and

**WHEREAS**, the *Weld County CNG Vehicles* project has no anticipated ad date due to the suspension of Buy America Waivers; and

**WHEREAS**, Weld County will return the Federal funds the NFRMPO CMAQ pool to be allocated based on planning council approval; and

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the extensions for the two projects with anticipated ad dates through the remainder of the current State Fiscal Year, which concludes on June 30, 2022 and approves the removal of CMAQ funds to be returned to the NFRMPO CMAQ pool.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of November 2021.

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
November 4, 2021 Loveland	FY2021 CMAQ Additional Funding Allocations	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To approve the allocation of additional Congestion Mitigation and Air Quality (CMAQ) funds to partially funded projects and North I-25.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>During the FY2021 TIP Project Delay Review Planning Council and TAC discussed removing the funds for the <i>Weld County CNG Vehicles</i> project which was granted a 1<sup>st</sup> extension during the FY2020 TIP Project Delay review and requested a 2<sup>nd</sup> extension due to the suspension of Buy America Waivers.</li> <li>Removing the funds from the project results in \$2.2M CMAQ funding being returned to the NFRMPO CMAQ pool for allocation. These funds are eligible to be awarded to projects selected in the applicable Call for Projects which have been partially funded or waitlisted. The applicable Call for Projects for this funding is for FY2020-2021.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>Planning Council discussed options for how to allocate the additional CMAQ funding during the FY2021 TIP Project Delay Review at their meeting on October 7, 2021.</li> <li>TAC discussed and recommended Planning Council approval of the FY2021 CMAQ Additional Funding Allocations during their meeting on October 20, 2021.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The TIP Narrative identifies how additional funds are awarded for each Call for Projects.               <ul style="list-style-type: none"> <li><b>FY 2020-2021 Call for Projects</b> - If additional funding is allocated to CMAQ, STBG, or TA funding programs within the first two years of the TIP (FY 2020-2021), the following processes will be used to assign funds to projects:                   <ul style="list-style-type: none"> <li><b>CMAQ Program:</b> Additional funding will be assigned to the next highest ranked, partially funded project. <i>Source: FY2020-2023 TIP</i></li> </ul> </li> <li><b>FY 2022-2023 Call for Projects</b> - If additional funds become available, they will be distributed based on funding type as outlined below:                   <ul style="list-style-type: none"> <li><b>CMAQ Program:</b> TAC will determine how to allocate additional funding. <i>Source: FY2022-2025 TIP</i></li> </ul> </li> </ul> </li> </ul> <p>The most recent additional allocation was completed in October 2020 for FY2021 STBG funds and FY2019-2021 CMAQ funds.</p> <ul style="list-style-type: none"> <li>As of September 2021, there is a funding shortfall of \$1.25M for N I-25 Segment 6 and there is interest in funding southbound access to N I-25 from Johnson's Corner. Two Planning Council members have expressed interest in moving any available funding to the N I-25 project.</li> <li>During the discussion of the FY2021 TIP Project Delay review at their meeting on October 7, 2021 Commissioner James proposed allocating the funding to the two partially funded CMAQ projects from the FY2020-2021 Call for Projects and awarding the remaining funding to N I-25 Segment 6.</li> <li>Two partially funded projects from the FY2020-2021 Call have verified their ability to obligate additional funding as shown in <b>Table 1</b>.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>The attached proposal allocates funding to eligible projects per the applicable TIP policies.</li> </ul>		

Disadvantages
<ul style="list-style-type: none"> <li>• None</li> </ul>
Analysis/Recommendation
<ul style="list-style-type: none"> <li>• TAC recommends Planning Council approve the allocation of additional CMAQ funding to the two partially funded projects from the FY2020-2021 Call for Projects and the remaining funding be awarded to North I-25 based on Planning Council's recommendation.</li> </ul>
Attachment
<ul style="list-style-type: none"> <li>• Proposed Additional Allocations</li> <li>• <b><i>Resolution 2021-22</i></b></li> </ul>



**RESOLUTION NO. 2021-22**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING ADDITIONAL ALLOCATIONS OF FY2021 CONGESTION MITIGATION AND AIR QUALITY (CMAQ)**  
**FUNDS TO PROJECTS SELECTED IN THE 2016 CALL FOR PROJECTS AND THE REMAINING FUNDS TO NORTH**  
**I-25**

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

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

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

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

**WHEREAS**, \$2,200,000 in unprogrammed FY2021 Congestion Mitigation and Air Quality (CMAQ) funds shall be allocated, with:

- \$120,000 to Loveland’s *COLT Diesel Bus Replacement* project, and
- \$46,000 to Fort Collins’ *Transfort CNG Buses* project; and
- \$2,034,000 to CDOT’s *North I-25* project; and

**WHEREAS**, the FY2022-2025 TIP remains fiscally constrained.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2025-2025 TIP by adding the additional funding as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4<sup>th</sup> day of November 2021.

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: November 4, 2021**

**Re: Additional NFRMPO Comments on CDOT GHG Transportation Plan Budgets Rule**

### Background

At the Planning Council meeting on October 7, 2021, Council approved a set of comments on the Transportation Commission's (TC's) proposed rule to set greenhouse gas (GHG) standards for transportation plans. These comments were submitted to the TC on October 11, 2021.

Since the October Planning Council meeting, the Colorado Department of Transportation (CDOT) updated the rulemaking schedule and released a revision to the proposed rule. The public comment period for the rule was originally scheduled to close on October 15, 2021. The TC extended the public comment period by 34 days to conclude on November 18, 2021. Nine rulemaking hearings were held in September and October and the TC will hold one additional rulemaking hearing on November 10, 2021. The rulemaking hearing will be virtual and the registration link is available at <https://www.codot.gov/business/rules/proposed-rules> or directly at [https://docs.google.com/forms/d/e/1FAIpQLScKLrjshJ7DBQva\\_I7xWi72orLrvgaVMa813YVK\\_XqVsmyg/viewform](https://docs.google.com/forms/d/e/1FAIpQLScKLrjshJ7DBQva_I7xWi72orLrvgaVMa813YVK_XqVsmyg/viewform). The TC is scheduled to consider adoption of the proposed rule on December 16, 2021.

A revision to the proposed rule was released by CDOT on October 19, 2021. CDOT also released a public notice, which is attached to this memo, that identifies substantive changes in the revision. The revised proposal does not incorporate the majority of recommendations submitted by the NFRMPO on October 11, 2021. On the same day the rule revision was released, CDOT also released two supporting documents: the draft "Mitigation Memo" which describes a framework for the GHG Mitigation Measures and draft "Technical Support" Memo which details the GHG modeling process.

NFRMPO staff are reviewing the revised proposal and supporting documents and will develop a draft comment letter to be provided to Planning Council in the handouts email on November 3, 2021. At the meeting on November 4, 2021, Planning Council can vote to approve a final round of comments on the rule as well as identify priority comments for the NFRMPO's testimony at the rulemaking hearing on November 10, 2021.

The NFRMPO received most of the requested datasets identified in the letter sent to the State on September 13, 2021. In that letter, the NFRMPO requested four sets of data and at least 30 days of public comment following the receipt of the data to allow for data-driven comments and a data-driven rule. As of October 26, 2021, one dataset has still not been provided; NFRMPO staff are hopeful the data will be provided soon and will analyze the data as quickly as possible upon receipt.



The revised proposed rule, supporting documents, and redacted written comments submitted to CDOT are available on CDOT's website at <https://www.codot.gov/business/rules/proposed-rules>.

## **Action**

NFRMPO staff requests Planning Council discuss and approve a final round of comments on the TC's proposed GHG budgets for transportation plans and identify priority comments for the NFRMPO's testimony at the rulemaking hearing on November 10, 2021. As explained above, a draft comment letter will be provided to Planning Council on November 3, 2021.



# COLORADO

## Department of Transportation

2829 W. Howard Place  
Denver, CO 80204-2305

October 19, 2021

### MISCELLANEOUS RULEMAKING PUBLIC NOTICE

#### Transportation Commission of Colorado Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions 2 CCR 601-22

Code of Colorado Regulations eDocket Tracking Number: [2021-00508](#)

On August 13, 2021, the Colorado Department of Transportation (CDOT) on behalf of the Transportation Commission of Colorado (Commission) filed a Notice of Proposed Rulemaking with the Colorado Secretary of State and the Department of Regulatory Agencies.

When that filing was published, the Commission released [a draft](#) of the proposed edits to 2 CCR 601-22: the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions. Using the written comments and public testimony that have been received, the Commission has decided to release [a revised draft of the proposed rule revisions](#) that reflects input from the public. The Commission, through CDOT staff, has also posted two other informational documents. The first document is a [Mitigation Policy Framework](#) document and the second is a [Technical Modeling Support Memo](#).

To allow for public comment on the revised draft, a tenth and final public hearing will occur on November 10, 2021, at 3:00 p.m. The hearing will be virtual. The link to register for this hearing can be found [here](#).

The Commission initially noticed the deadline for written public comments to be October 15, 2021, by midnight. Based on written comments and public testimony that has been received, the Commission decided to extend the time period to submit written comments on the proposed rulemaking, and specifically the revised draft, until November 18, 2021, by noon MST (12:00 p.m.).

Below is a list of the substantive changes, by section, that have been made to the initial draft released on August 13, 2021, and [are included in the revised draft](#) being released on October 19, 2021:

#### Preamble:

- New language was added to expand on the process for developing mitigations at the time a project is submitted into a plan.
  - Specific examples of interchange access requests and the incorporation of induced demand analysis.
- Added a list of "core principles" for the selection and delivery of mitigations:
  - Valuing benefits to Disproportionately Impacted Communities;
  - Geographic nexus with impacts;
  - Holistic air quality planning;
  - Verification;
  - and Reasonable scale.



#### Definitions:

- GHG has been clarified by using the statutory definition. This definition identifies more gases but those additions do not affect modeling outcomes
- Since specific Baseline numbers are no longer in the table, the definition was changed with an explanation of how the baseline should be calculated
- Approved Air Quality Model has been clarified to specify EPA's MOVES model or its successor
- Regionally Significant has been further defined to allow modifications with the approval of the Interagency Consultation Team

#### Section 4:

- Equity and Disproportionately Impacted (DI) Communities
  - Numerous comments were received that noted, historically, DI communities have been impacted unequally by transportation project construction.
  - The rule (and associated PDs on mitigations) will require that significant projects be mitigated within the same region as the project
  - Future versions of CDOT plans will contain analysis of DI communities.
  - These changes will become part of a larger transportation equity framework once CDOT's Environmental Justice branch is established.
- Added new language to better incorporate the involvement of disproportionately impacted communities in the planning process.
  - Providing translation of documents into languages spoken in various communities
  - Requires planning process to consider impacts and opportunities to promote equity and economic justice

#### Section 8:

##### 8.01: Emissions Requirements:

- Removed baseline columns from Table 1 and the related explanation of how to do the analysis. Instead, this information and guidance is now included in the Modeling Technical Support Memo.
- Ensured columns in Table 1 "add up" properly by adding "significant digits" to the Table.
- Removed Table 2.

##### 8.02: Process for Compliance

- By including the words "at a minimum" to the section requiring modeling for Regionally Significant Projects, it allows for non-regionally significant projects that can be modelled to be included as part of the initial compliance determination rather than as a Mitigation Measure.
- Created a new section that allows the State Interagency Consultation Team to "meet as needed to address any question on the classification of projects as Regionally Significant, modeling assumptions, and projects that reduce GHG emissions."
- In a non-compliance situation
  - For MPO Areas: Removed the provision that restricted CDOT 10-Year Plan funds only to "Regionally Significant Projects"
    - Change treats CDOT 10-Year Plan funds the same as MPO funds.
  - For Non MPO Areas: Maintains the restriction on only Regionally Significant Projects



- Clarified that the funding restriction does not apply to funds where “a project was advertised for construction with funding identified prior to the adoption of the Applicable Planning Document.”

#### 8.03: Mitigation Measures

- Added rural examples such as:
  - Transit for commuting to areas where individuals work
  - School bus/school carpool programs
  - Electrifying loading docks

#### 8.05: Compliance (Previously Enforcement)

- Re-named the “Enforcement” section “Compliance”
- Language was added that requires the TC to act on a GHG Transportation Report within a specified period of time (30 days or the next TC meeting, whichever is later)
- Removed the language that stated if the TC did not act on a waiver request within the specified time period it would be “deemed denied” (but did not add language that it would be “deemed approved.”)

#### 8.06: Reporting

- Amended the provision that a publicly available progress report must be made to the TC every 5 years. It is now every three years and the report is made to the AQCC as well as the TC.
- Added specific provisions for VMT reporting to the TC
  - VMT per capita for each calendar year.
- Added a provision that the TC shall consider revisions to the rule if there is no decrease in VMT per capita in one or more areas after 3 years of data.

There are also several things that remain the same in this draft of the rule:

- GHG Reduction Levels
  - The new draft retains the total GHG reduction levels as originally proposed
    - Some small adjustments to Table 1 to ensure the “total” row is accurate.
- Provisions that Acknowledge Regional Differences Across the State
  - The rule was drafted to focus on regionally significant projects (e.g. interstate widening, new interchanges) which occur predominantly in urban areas. This focus remains.
  - PPACG, PACOG, and GVMPO were given more time in the rule to comply with reduction levels, recognizing the importance of longer lead time to build modeling and technical capacities. This flexibility has not changed.
- Overall implementation and compliance structure
  - However, clarity and fairness of provisions improved due to MPO input.

Pursuant to section 24-4-103(2.5), C.R.S., this is an additional notice to extend the written comment period until November 18, 2021, at noon, release a revised draft of the proposed Rule changes and announce a virtual public hearing on November 10, 2021, at 3 p.m.

This Notice, the revised draft of the Rule, and the two informational documents will be posted on CDOT’s website at <https://www.codot.gov/business/rules/proposed-rules>.



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
November 4, 2021 Loveland	2021 Coordinated Public Transit/Human Services Transportation Plan	Alex Gordon
<b>Objective/Request Action</b>		
To discuss the <u>2021 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)</u>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>To receive FTA \$5310 funding, the NFRMPO is required to update the <u>Coordinated Public Transit/Human Services Transportation Plan</u> every four years.</li> <li>The previous <u>Coordinated Plan</u> was adopted by Planning Council in December 2017.</li> <li>The <u>2021 Coordinated Plan</u> identifies transportation issues, service overlaps, and gaps for older adults and individuals with disabilities within the urbanized portions of Larimer and Weld counties as well as goals and strategies to address the identified gaps.</li> <li>The <u>2021 Coordinated Plan</u> was developed with input from the public through presentations at meetings, attendance at local events, and discussions at a senior center, and discussions with local transit agencies and the Larimer and Weld County Mobility Committees.</li> <li>The <u>2021 Coordinated Plan</u> can be downloaded at: <a href="https://nfrmpo.org/wp-content/uploads/2021-coordinated-plan-final.pdf">https://nfrmpo.org/wp-content/uploads/2021-coordinated-plan-final.pdf</a></li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>This is the first time Planning Council will discuss the <u>2021 Coordinated Plan</u>.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The NFRMPO Mobility Coordination Program is funded through FTA \$5310 funds received from CDOT and sales tax dollars from the City of Fort Collins (exchanged for FTA \$5310 funds).</li> <li>The NFRMPO Mobility Coordination Program brings together human service and transit agencies, and staff from the NFRMPO to ensure residents of the region have efficient and coordinated mobility and access.</li> <li>Federal transit law requires that projects selected for funding under the FTA \$5310 Enhanced Mobility for Individuals and Individuals with Disabilities Program be "included in a locally developed, coordinated public transit-human services transportation plan".</li> <li>The Larimer and Weld County Mobility Committees have acted as steering committees for the <u>2021 Coordinated Plan</u> and will make a recommendation to Planning Council.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>The <u>2021 Coordinated Plan</u> meets the requirements set out in federal guidance.</li> <li>The <u>2021 Coordinated Plan</u> builds on support and partnerships already in existence.</li> <li>The <u>2021 Coordinated Plan</u> situates the region to receive additional funds to achieve the goals set out in the Plan.</li> <li>The <u>2021 Coordinated Plan</u> identifies programs and strategies to aid older adults and individuals with disabilities living within the NFRMPO region.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>None noted.</li> </ul>		

### Analysis/Recommendation

- The 2021 Coordinated Plan meets the requirements set forth by the FTA. NFRMPO staff requests Planning Council input on the draft Plan prior to approval in December 2021.

### Attachment

- **2021 Coordinated Public Transit/Human Services Transportation Plan** Presentation
- **2021 Coordinated Public Transit/Human Services Transportation Plan** Executive Summary






# Coordinated Plan

Planning Council Discussion

North Front Range Metropolitan Planning Organization

November 4, 2021

## Background

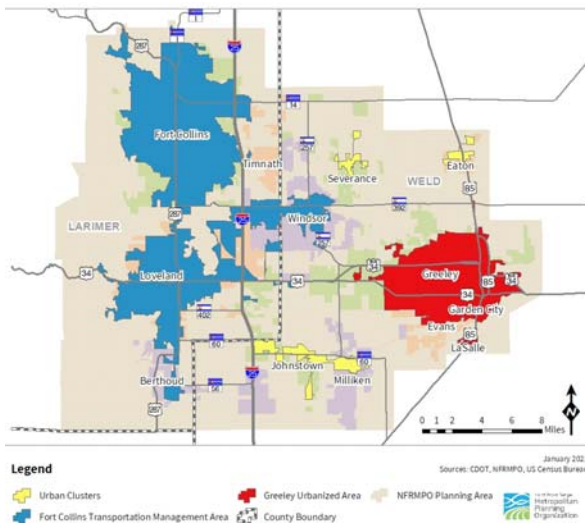


- Updated every four years
- **FTA \$5310 funds:** focus on older adults, individuals with disabilities, and low-income adults
- Strategic plan for Coordinated Transit (Mobility) in the region – ***includes RideNoCo and more***
- (1) Analyze existing conditions, (2) identify mobility gaps, and (3) strategize improvements

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Council – Coordinated Plan

## Urbanized Areas

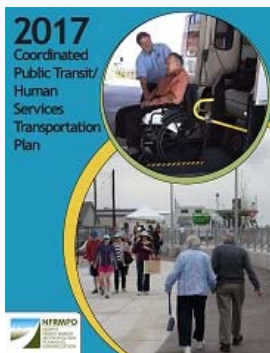


- Fort Collins receives \$5310 on behalf of the Transportation Management Area (TMA)
- CDOT receives funding on behalf of rural and Small Urban areas
- NFRMPO completes plan for region

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Council – Coordinated Plan

## Since 2017 Coordinated Plan



- Mobility Committees and Mobility & Access Priority Group
- Trainings, including travel trainings
- Staff time for Larimer County Senior Transportation Implementation Plan and technical assistance
- Wheelchair-accessible vehicles for Adeo (formerly Greeley Center for Independence), Envision, and Milliken Senior Center
- Outreach
- Dial-a-Taxi (Fort Collins and Loveland)
- Vehicle replacement
- ADA sidewalk program
- RideNoCo!

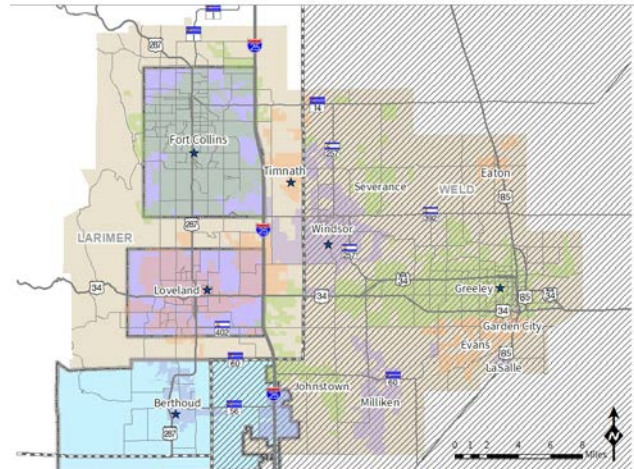
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Council – Coordinated Plan

## Transit in the Region



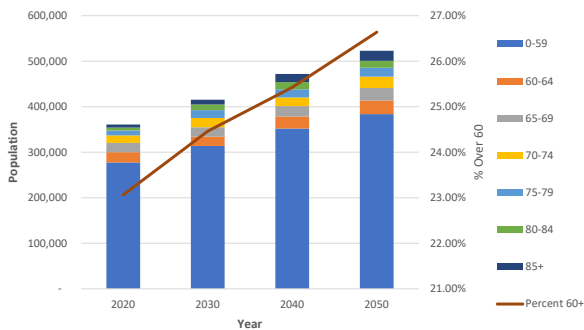
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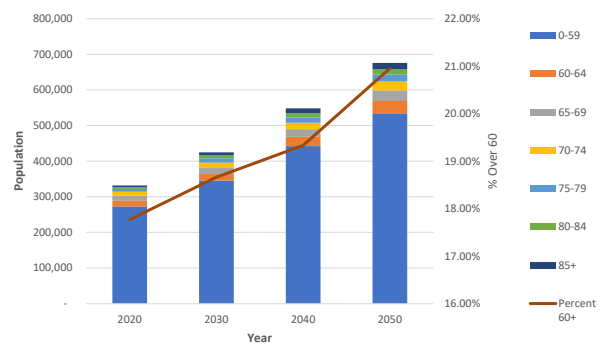
## Population by Age Cohort



**Larimer County**



**Weld County**



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Council – Coordinated Plan

## Population with a Disability



Community	Total Population	Population with a Disability	Percent
Berthoud	7,118	716	10.1%
Eaton	5,317	619	11.6%
Evans	20,526	1,973	9.6%
Fort Collins	163,662	12,978	7.9%
Garden City	214	42	19.6%
Greeley	103,637	11,605	11.2%
Johnstown	14,910	992	6.7%
LaSalle	2,697	202	7.5%
Loveland	76,513	9,118	11.9%
Milliken	7,185	729	10.1%
Severance	4,739	413	8.7%
Timnath	3,464	176	5.1%
Windsor	26,697	2,143	8.0%

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Council – Coordinated Plan

## What we heard



- How do I get between communities?
- Rural residents need more support / I live in a new neighborhood not served by transit
- Transportation can be expensive
- I didn't know that service existed!
- Funding is very limited, so service is limited



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Council – Coordinated Plan



## Where did we hear it?



- Digital survey
- Joint Mobility Committee meeting
- Mobility Committee meetings
- Public meetings – Transportation Boards, Disability Commissions, and Senior Advisory Boards
- 30-day public comment (closed October 22)

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Council – Coordinated Plan

## Proposed Strategies



- Coordination
- Education and Communication
- Collaboration
- Infrastructure and Funding
- Non-Mobility Improvements



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Council – Coordinated Plan

## What happens next?



- Weld County Mobility Committee Discussion/Action: October 26
- Larimer County Mobility Committee Discussion/Action: November 18
- Planning Council adoption: December 2

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Council – Coordinated Plan

## Questions?



**Alex Gordon, PTP**  
 Transportation Planner III  
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 Mobility Manager  
 (970) 999-0072  
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**Hanna Johnson**  
 Mobility Coordinator  
 (970) 672-0677  
[hjohnson@nfrmpo.org](mailto:hjohnson@nfrmpo.org)

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Council – Coordinated Plan



## EXECUTIVE SUMMARY



*60+ Ride driver and passenger. Image Credit: 60+ Ride*

## BACKGROUND

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The purpose of the **2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** is to identify transportation issues, service overlaps, and gaps for vulnerable populations including older adults, individuals with disabilities, and low income individuals within the urbanized portions of Larimer and Weld counties as well as goals and strategies to address these identified issues.

As a recipient of FTA \$5310 funds, the NFRMPO updates the **Coordinated Plan** every four years

with guidance from the Larimer and Weld County Mobility Committees, local stakeholders, transportation providers, and other members of the public. The need for improved transportation for older adults and individuals with disabilities has been known and continues to be an issue in both large and small communities within the NFRMPO region. Current programs and strategies are not enough to meet this growing demand and require additional support.

## RECOMMENDED STRATEGIES

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Throughout the **Coordinated Plan** development process, stakeholders identified issues with transportation availability, specifically for trips that cross municipal or county boundaries; transportation affordability for rural areas, if transportation options exist; a lack of awareness about what services exist; and finding enough transit drivers to maintain levels of service. The following recommended strategies were drafted to address these concerns.

### Strategy 1: Coordination

Local transportation providers, human service agencies, stakeholders, and other community groups will work together to reduce barriers for access to transportation. An example of this strategy is *RideNoCo*, the NFRMPO's One Call/One Click Center program.

### Strategy 2: Education

Disparate programs exist for vulnerable populations to meet their basic needs, so there should be an investment in travel training, cross-promotion, and proactive educational campaigns like the Rider's Guides to help educate the community on potential transportation options.

### Strategy 3: Collaboration

Similar to coordination, transportation providers, human service agencies, stakeholders, and other community groups work best when they work together. These face-to-face or digital networks can make it easier to share strategies and address regional needs. Examples include the Larimer

County and Weld County Mobility Committees, which each meet bi-monthly.

### Strategy 4: Infrastructure and Funding

Additional funding and service is important to addressing goals. Programs like Dial-a-Taxi, new and replacement vehicles, and local assistance to apply for new grants can be useful tools to improve service for vulnerable populations.

### Strategy 5: Non-Mobility improvements

Bureaucracy can stand in the way of best addressing the needs of vulnerable populations. Strategies like addressing transportation access during zoning, identifying options for active transportation to address public health concerns, and other non-transportation focused strategies can help reduce demand for specialized services.



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: November 4, 2021**

**Re: 10-Year Strategic Pipeline of Projects Revisited**

### Background

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

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

A Work Session to prioritize these projects was held on January 16, 2020. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their *2045 Statewide Plan*. Additionally, a Tier 2 and Tier 3 list were created from those projects not selected for the Tier 1 list during the Workshop.

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

NFRMPO staff has reviewed the lists of projects approved by Planning Council in January 2020 and determined none of the NFRMPO 10-Year list projects have been funded or moved forward.

### Action

Staff requests Planning Council members review the NFRMPO's 10-Year List of Projects and provide comments at the November 4, 2021 meeting.

**Tier 1 Projects**  
As of January 16, 2020

	Rank	Project Name	Project Description	Community	Funding Need
ROADWAY	1	I-25 - WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	Larimer County	\$325.0M
	2	I-25 - Interchange at I-25 /US34 and US34/Centerra	Interchange reconstruction	Loveland	\$171.4M
	3	I-25 - Interchange at I-25/SH14	Interchange reconstruction	Larimer County	\$52.2M
	4	US34 East - US34 and 35th Ave	New interchange	Greeley	\$30.0M
	5	I-25 - SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland / Johnstown / Berthoud / Larimer County	\$74.0M
	6	US34 / US85 - Interchange	Interchange reconfiguration	Greeley	\$170.0M
	7	US34 East - US34 and 47th Ave	New interchange	Greeley	\$30.0M
	8	US34 East - US34 and WCR 17	New interchange	Weld County	\$5.0M
	9	US34 West - LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes, addition of bike lanes and sidewalks, and intersection improvements at LCR3 and LCR3E	Loveland / Larimer County / Johnstown	\$26.6M
	10	US34 West - Rocky Mountain Ave to Boise Ave	Widen from 4 lanes to 6 lanes, addition of bike lanes and sidewalks	Loveland	\$19.2M
TRANSIT	1	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5M capital / \$1.2M operating
	2	Eaton to Denver Region	New bus service (N 1-25 EIS)	Eaton / Weld County	\$3.4M capital / \$2.4M operating
NON-MOTORIZED	1	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County / Johnstown	TBD
	2	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-seperated crossing	Greeley	TBD
	3	RNMC #9: Johnstown/Timnath Trail Crossing at County Line Road and SH392	Grade-seperated trail crossing	Windsor / Larimer County	TBD
	4	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-seperated trail crossing	Larimer County / Fort Collins	TBD

## **STAC Summary – October 15, 2021**

- 1) CDOT Update on Current Events – Shoshana Lew, CDOT Executive Director
  - Masks must be worn at all large meetings. Within teams, at small meetings, masks may be removed if people agree.
- 2) 10-Year Plan Update – Rebecca White, CDOT Director, Division of Transportation Development; Jeffrey Sudmeier, CDOT Chief Financial Officer; Aaron Willis, CDOT Manager, Statewide and Regional Planning Section
  - There are three reasons for updating the 10-Year Plan: we are further along in project delivery and need to identify new projects to fund, we have a better sense of the expected budget, and the GHG rule requires an update.
  - The total projected planning budget for FY19-22 is about \$3 billion (\$750million/year). This funding is from SB-267, SB18-001 General Fund transfer, SB-260 general fund transfer, supplemental allocations from the Transportation Commission (TC) Program Reserve, and federal Coronavirus recovery and relief funds. These sources leveraged significant funds from the Bridge Enterprise, High Performance Transportation Enterprise (HPTE), local contributions, and discretionary grants.
  - FY23-26 is anticipated to be \$2 billion (\$500 million/year). This funding is from SB-267, SB-260 revenue from the Highway Users Tax Fund (HUTF) and the State portion of the Multimodal Transportation and Mitigation Options Fund (MMOF), and the anticipated federal infrastructure bill. Half of the \$2 billion is CDOT's discretionary fund and the other half is tied to federal programs: Risk and Resiliency, Bridge; and State enterprises: Nonattainment, High Performance Transportation, Bridge and Tunnel.
  - FY27-30 planning budget is anticipated to be ~ \$0.8 billion (\$200 million/year). Half is CDOT's discretionary fund and half is tied to enterprises.
  - There are a number of unknowns and so this is a rough estimate. We don't know what will happen with the Jobs Act. There is a lot of volatility in base HUTF revenue and SB-260 fee revenue.
  - Metropolitan Planning Organizations (MPO) and Transportation Planning Regions (TPR) will confirm their project lists this winter, and it is anticipated that TC will approve the 10-yr Plan update in March 2022.
  - TC will deliberate on adding new guiding principles. CDOT staff proposed principles that consider pollution reduction, mobility choices, and Disproportionately Impacted (DI) Communities benefiting economically from transportation projects.

### Discussion Summary

- There was concern about future funds should the federal infrastructure bill fail to pass.
  - There was discussion on coordinating CDOT and TPR/MPO schedules for the 10-Year Plan update process.
  - It was requested that CDOT commit to finishing Years 1-4 projects before starting Year 5-10 projects.
  - STAC members were concerned about the vagueness of the term "Regionally Significant Project."
  - Even though I-25 segment 5 has a Record of Decision (ROD) as part of the National Environmental Policy Act (NEPA) process, it will still need to undergo analysis to check compliance with the GHG rule.
- 3) Transportation Commission (TC) Report – Vince Rogalski, STAC Chair
    - STAC Chair Rogalski summarized TC's bus tour.
    - At the last TC meeting, TC recommended extending the comment period for the GHG rule by 30 days.
    - TC also discussed the 10-Year Plan update and timeline.
    - TC will need a draft budget for FY 22-23 for the Governor's Office in the next few months.
  - 4) Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations; Jamie Grim, CDOT Office of Policy and Government Relations
    - Staff reviewed state bills relating to dairy farming and Idaho Stops. The Idaho Stop bill would allow cyclists, pedestrians, and electric scooters to make the determination whether to stop at intersections, including traffic lights. CDOT has concerns about electric scooters and the application of the bill to school zones, and is recommending limiting the bill to 4-way stop signs.
    - The CDOT legislative agenda includes enforcement of mountain express lane closures using photo enforcement.

- On the federal level, there is a stalemate in Congress regarding the infrastructure bill and reconciliation bill (a.k.a. Build Back Better). The debt ceiling has been extended to early December. Transportation and Fast Act funding have been reauthorized through a continuing resolution through the end of the month. The goal in the House is to vote before October 31.

#### Discussion Summary

- STAC members shared CDOT's concern with the Idaho Stop bill.
- CDOT is not for or against the Idaho Stop in general, but does have concerns regarding particulars in the bill.
- CDOT occasionally takes a position on legislation by submitting the legislation to the impacted divisions for input. TC does not take positions on legislation, however. The TC is the governing body for fiscal administration and may provide input on pieces of legislation, but only CDOT itself takes positions on bills.

#### 5) GHG Rulemaking Update – Theresa Takushi, CDOT Greenhouse Gas Climate Action Specialist

- The draft Rule was released on August 13. There were 9 public hearings held. The public website has the cost-benefit analysis, fact sheets, and FAQs. Spanish translation is provided for key materials, including the Rule. There was also Spanish translation and interpretation available at many of the public hearings.
- Staff presented on the various subjects brought up in the comments. The team received over 200 comments. Over 75% of the comments are supportive of the Rule. 20% were questions wanting clarification.
- The comment period has been extended by the TC to November 18.
- Next week, CDOT will submit an updated Rule based on stakeholder feedback. A public hearing has been added to early November to gather feedback on this new release. CDOT will also release supplementary materials including a mitigation measures framework and a modeling technical support document.
- It is anticipated to bring the draft Rule to TC in December. The effective date of the rule will be February 14, 2022. The requirement deadline to comply is October of 2022.

#### Discussion Summary

- STAC members expressed concerns about the Rule: potential for project cost increases due to mitigation, problems with the algorithm for determining GHG emissions, bias against capacity projects, vagueness of the terms "Regionally Significant" and "transportation terminals," applicability of mitigation measures in rural areas, representation of the rural areas on the interagency group that can modify definitions in the Rule, and VMT modeling assumptions being too far removed from reality.

#### 6) Transportation Demand Management (TDM) – John Featherstone, CDOT Project Coordinator, Office of Innovative Mobility (OIM); Kay Kelly, CDOT Office Chief, OIM; Lisa Streisfeld, CDOT Assistant Director, OIM.

- TDM has taken on new significance in these times of more flexible work arrangements, increasing population, housing affordability impacting where people can live in relation to their work, air quality issues, and new state climate goals. OIM has been thinking about how to support both traditional and more innovative TDM strategies in the state.
- Staff presented information regarding two grant programs that are available for organizations that work on TDM in Colorado. The TDM Innovation Grant encourages applicants to use new approaches, partnerships, and technologies. The TDM Seed Funding Grant is for setting up new TDM programs.

#### Discussion Summary

- CDOT hopes to coordinate TDM efforts statewide to avoid duplication among applicants and take advantage of tried and true best practices. Coordinating with the Denver Regional Council of Governments (DRCOG) will be invaluable.

#### 7) Multimodal Transportation and Mitigation Options Fund (MMOF) Process Update – Heather Sloop, Northwest TPR Representative

- The MMOF Advisory Committee has met twice and reviewed the Distribution Formula for the rural/urban split, distribution within the Urban and Rural breakouts, and also the Match Reduction Formula. The Committee's recommendations will be presented at the November STAC.