



# NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

## HYBRID MEETING AGENDA

### June 2, 2022

<b><u>In-Person Attendance Option</u></b> LaSalle Town Hall 128 N 2nd St LaSalle, CO 80645	<b><u>Virtual Attendance Option</u></b> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: <a href="https://bit.ly/2022NFRPC">https://bit.ly/2022NFRPC</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 – May 5, 2022 *(Page 8)*

#### Lead Planning Agency for Air Quality Agenda

#### REPORTS:

- |   |   |      |
|---|---|------|
| 3) Air Pollution Control Division (APCD) <i>(Handout)</i> | (Written)   |      |
| 4) Regional Air Quality Council (RAQC) <i>(Handout)</i>   | (Written)   |      |
| 5) NFRMPO Air Quality Program Updates <i>(Page 13)</i>    | Medora Bornhoft –Transportation & Air Quality Planner III | 6:05 |

#### Metropolitan Planning Organization Agenda

#### REPORTS:

- |  |   |      |
|--|---|------|
| 6) Report of the Chair   | Will Karspeck - Council Chair, Town of Berthoud | 6:15 |
| 7) Executive Director Report   | Suzette Mallette - Executive Director           | 6:20 |
| 8) TAC <i>(Page 17)</i>  | (Written)                                       |      |
| 9) Mobility <i>(Handout)</i>   | (Written)                                       |      |
| 10) Community Advisory Committee (CAC) <i>(Page 18)</i>                                  | Alex Gordon - Transportation Planner III        |      |
| 11) Performance Report for the 2019 Congestion Management Process (CMP) <i>(Page 19)</i> | Medora Bornhoft                                 |      |

#### PRESENTATION:

- |   |   |      |
|---|---|------|
| 12) Northern Colorado Airports Updates <i>(Handout)</i> | Jason Licon– Northern Colorado Regional Airport<br>Cooper Anderson– Greeley-Weld County Airport | 6:30 |
|---|---|------|

#### CONSENT ITEMS:

- |   |  |      |
|---|--|------|
| 13) FY2022 Unified Planning Work Program (UPWP) Task Amendment #1 Resolution 2022-16 <i>(Page 34)</i> | Becky Karasko - Transportation Planning Director |      |
| 14) FHWA PM3 System Performance Updates Resolution 2022-17 <i>(Page 38)</i>                           | Becky Karasko                                    | 7:00 |





#### ACTION ITEMS:

- |   |                  |       |
|---|------------------|-------|
| 15) May 2022 TIP Amendment Resolution 2022-18 (Page 41) | Becky Karasko    | 7 :05 |
| 16) Executive Director Contract (Page 45)               | Suzette Mallette | 7 :10 |

#### DISCUSSION ITEMS:

- |  |                  |       |
|--|------------------|-------|
| 17) Executive Director Authority (Handout)                             | Suzette Mallette | 7 :15 |
| 18) 2050 RTP Regionally Significant Corridors (RSCs) Updates (Page 47) | Alex Gordon      | 7:25  |

#### COUNCIL REPORTS:

- |   |  |      |
|---|--|------|
| Transportation Commission                                       | Kathleen Bracke - Transportation Commissioner              | 7:40 |
| CDOT R4 Update  | Heather Paddock - CDOT R4 Transportation Director          |      |
| STAC Report (Page 54)   | (Written)  |      |
| I-25 Coalition  | Scott James – Council Vice Chair, Weld County Commissioner |      |
| Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | Kristin Stephens – Larimer County Commissioner             |      |
| Host Council Member Report                                      | Paula Cochran – Trustee, Town of LaSalle                   | 7:50 |

#### MEETING WRAP UP:

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





## ***MPO Planning Council***

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

**William Karspeck, Mayor - Chair**

Alternate- Maureen Dower, Mayor Pro Tem

### ***Weld County***

**Scott James, Commissioner - Vice Chair**

Alternate- Perry Buck, Commissioner

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

**Liz Heid, 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 and Greeley Evans Transit (GET)***

**Johnny Olson, Councilmember**

Alternate- Brett Payton, Mayor Pro Tem

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

**Troy Mellon, Councilmember**

### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

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

**Paula Cochran, Trustee**

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

**John Mallo, Councilmember**

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

**Elizabeth Austin, Mayor**

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

**Frank Baszler, Councilmember**

Alternate- Matt Fries, Mayor

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

**Lisa Laake, Trustee**

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

**Paul Rennemeyer, Mayor**

Alternate- Ken Bennett, Mayor Pro Tem

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

**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

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



## GLOSSARY (cont'd)

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



## GLOSSARY (cont'd)

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



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

**May 5, 2022  
Hybrid Meeting**

**Voting Members Present:**

Scott James – Vice Chair	-Weld County
Elizabeth Austin	-Milliken
Kathleen Bracke	-Transportation Commission
Frank Baszler	-Severance
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Paula Cochran	-LaSalle
Liz Heid	-Eaton
Jon Mallo	-Loveland
Troy Mellon	-Johnstown
Paul Rennemeyer	-Windsor

**Voting Members Absent:**

Fil Archuleta	-Garden City
Will Karspeck – Chair	-Berthoud
Lisa Laake	-Timnath
Johnny Olson	-Greeley
Kristin Stephens	-Larimer County
Dena Wojtach	-CDPHE-APCD

**MPO Staff:**

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

**In Attendance:** Corey Stewart; Dan Betts; Dave Klockeman; Dean Klingner; Eric Tracy; Evan Pinkham; Heather Paddock; James Usher; Jan Rowe; Jim Becklenberg; Jim Eussen; Katrina Klobberdanz; Mark Oberschmidt; Michelle Edgerley; Mike Silverstein; Omar Herrera; Paul Trombino; Pepper McClenahan; Rich Christy; Steve Teets; Will Jones

Vice Chair James called the MPO Council meeting to order at 6:00 p.m.

**Public Comment:**

Steve Teets, Greeley, thanked the MPO for the development and distribution of the rider's guides. Teets asked if the I-25 and US34 Coalitions still meet. James stated they meet quarterly with the next US34 meeting to be held prior to the July NFRMPO Planning Council meeting. Teets asked if the COLT North Transfer Point is being moved. Mallo noted a new transfer center will be constructed at US287 and 37<sup>th</sup> Street.

**Move to Approve Agenda and Minutes**

Clark **moved** to *APPROVE THE May 5, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Mellon and **passed** unanimously.

Rennemeyer **moved** to *APPROVE THE APRIL 7, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Clark and **passed** unanimously.

**Public Hearing**

Air Quality Conformity for the FY2022-2025 Transportation Improvement Program (TIP)

Medora Bornhoft, Transportation and Air Quality Planner III, stated the purpose of the Public Hearing was to notify the public and receive input on Air Quality Conformity Determinations for the NFRMPO Region and a portion of the Upper Front Range Transportation Planning Region within the Northern Subarea of the Denver Metro-North Front Range 8-hour Ozone Nonattainment Area and the Fort Collins Carbon Monoxide Maintenance Area. The NFRMPO is required to determine conformity of the TIP with federal and state air quality laws and regulations before federal-aid transportation projects may proceed. The FY2023-2026 TIP meets all conformity criteria and all planning requirements. No comments were received from



the public on the Conformity documents during the public comment period, which opened on April 1, 2022 and closed on April 30, 2022.

Vice Chair James opened the Public Hearing.

Steve Teets asked how new ozone rules affect the NFRMPO and the conformity determination. James noted all of Weld County will be included in non-attainment area but does not affect the current determination. Bornhoft noted the NFRMPO will complete modeling and prepare a new conformity determination for the 2045 RTP Update September to include the new non-attainment area boundaries and classifications.

Vice Chair James closed the Public Hearing at 6:11 p.m.

### **Lead Planning Agency for Air Quality Agenda**

Vice Chair James opened the Air Quality portion of the meeting.

#### **REPORTS:**

##### Air Pollution Control Division (APCD)

A written report was provided.

##### Regional Air Quality Council (RAQC)

Silverstein outlined the responsibilities of the RAQC, the programs currently being implemented, and the State Implementation Plan (SIP) process. Silverstein outlined the funding structure of the RAQC noting there is no membership dues to the RAQC. Instead, the RAQC solicits funding support from local governments which is in the form of letters to local governments.

Silverstein explained the two standards the Denver-North Front Range Non-Attainment area is subject to and stated the new target year for compliance is 2026 which will also include the updated non-attainment area boundary incorporating all of Weld County.

James asked how the RAQC, Air Pollution Control Division (APCD), and Air Quality Control Council (AQCC) work. Silverstein explained the APCD is staff within the Colorado Department of Health and Environment (CDPHE) and the AQCC is the Governor appointed board who is tasked to ensure the State is in compliance with EPA rules. The RAQC was created by the Governor to be the lead planning agency for air quality and brings together all communities to develop plans to bring the non-attainment areas into compliance with the Clean Air Act. The RAQC has no regulatory authority, but complete staff work and present technical, administrative, and policy recommendations to the AQCC.

James asked about the increase in the budget for the APCD. Silverstein noted it is due to new laws and regulations which will require a significant increase in staff to complete the work. Some of the additional funds will be distributed to the RAQC for programs including working with local government on fleet electrification.

Mellon asked if there will be repercussions for local governments who do not electrify. Silverstein stated not at this time, the RAQC works with incentives as opposed to repercussions. Mallo asked how wildfires contribute to Ozone and how that is factored in to the RAQC's planning. Silverstein explained if the state can demonstrate that wildfire smoke was a major contributor to Ozone exceedances then the days can be disqualified but noted the fires in 2021 did not make a difference because the Ozone levels were high regardless of wildfire smoke.

Clark asked for clarification on what the ultimate goal of the RAQC is and how those goals will be funded. Silverstein stated the goal is to show the State is doing the maximum amount practicable to achieve ozone reductions to ensure compliance with the EPA both in the short and long term.

Baszler noted support for education about electrification options for lawn and garden. Silverstein noted the Simple Steps, Better Air program focuses on that type of education.

##### NFRMPO Air Quality Program Updates

Bornhoft noted EPA is proposing reclassifying the Denver-North Front Range Non-Attainment area to moderate and severe. This will have no immediate impact to the NFRMPO but there will be new motor vehicle emissions budgets (MVEBs) which will be incorporated into future planning, modeling, and



conformity determinations. The Transportation Commission is scheduled to adopt the GHG policy directive on the mitigation measures at their meeting in May. NFRMPO staff will be submitting written comment including broadening the measures, identifying ways to prioritize measures in disproportionately impacted communities, inclusion of an amendment and modification process similar to TIP processes, and including the option for local inputs to the mitigation measure formulas. Bracke noted comments made by the MPO have been taken to the transportation commission and encouraged Council members to submit additional comments to her.

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

Vice Chair James opened the MPO portion of the meeting.

### **REPORTS:**

#### Report of the Chair

James introduced new councilmember Liz Heid from the Town of Eaton and Amanda Castle who will be the new alternate for the City of Evans. James requested a motion to approve appointing William Karspeck and Johnny Olson as directors on the Front Range Passenger Rail District representing the NFRMPO.

Mellon **moved** to APPROVE RESOLUTION 2022-10 APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF DIRECTORS. The motion was **seconded** by Clark and passed unanimously.

#### Executive Director Report

Mallette noted revisions of the NFRMPO regionally significant corridors (RSCs), Regional Active Transportation Corridors (RATCs), and Regional Transit Corridors (RTCs) are underway and will be a discussion item with Council in June. Mallette gave an overview of the legislative update provided in the Handouts and noted the NFRMPO audit report has been delayed by one month.

#### TAC

A written report was provided.

#### Mobility

A written report was provided.

#### Finance

A written report was provided.

#### Community Advisory Committee (CAC)

A written report was provided.

#### Q1 TIP Modifications

A written report was provided.

### **CONSENT AGENDA:**

Mellon moved to APPROVE THE CONSENT AGENDA. The motion was seconded by Clark and passed unanimously. The consent agenda included four items:

- Air Quality Conformity, Resolution No. 2022-11
- FY2022 Title VI Plan, Resolution No. 2022-12

### **ACTION ITEMS:**

#### 4<sup>TH</sup> Quarter 2021 Unaudited Financials

Mallette noted the NFRMPO has hired the consulting firm Go Figure Accounting. Edgerley reviewed the 4<sup>th</sup> quarter financial statements outlining total revenue is down due to a lag in invoicing of grants to the NFRMPO and expenses are down because a delay in the start of projects. Mellon asked for clarification on the projects which have been delayed. Mallette noted the delay was specifically with internal planning funds for the household travel survey which was delayed due to COVID. Edgerly outlined revenue and expenses for the VanGo program including a decrease in revenue and expenses due to COVID.



Rennemeyer **moved** to approve the *THE 4<sup>th</sup> QUARTER UNAUDITED FINANCIALS*. The motion was **seconded** by Mallo and **passed** unanimously.

FY2023 Unified Planning Work Program (UPWP)

Karasko outlined the FY2023 UPWP seven updated tasks which were approved by TAC and stated the Finance Committee reviewed the budget at their April meeting and recommended Planning Council approval. Approval by Council will allow for CDOT and FHWA approval prior to the beginning of Federal Fiscal Year 2023.

Rennemeyer **moved** to approve the RESOLUTION NO. 2022-13 *APPROVING THE FY2023 UNIFIED PLANNING WORK PROGRAM (UPWP)*. The motion was **seconded** by Clark and **passed** unanimously.

FY2022 Unified Planning Work Program (UPWP) Budget Amendment #2

Karasko outlined the FY2022 budget amendment which includes the addition of \$250K State Multimodal Transportation and Mitigation Options Funds (MMOF) from CDOT for enhanced travel model capabilities. There is no local match requirement for these funds.

Rennemeyer **moved** to approve the RESOLUTION NO. 2022-14 *APPROVING THE FY2022 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET AMENDMENT #2*. The motion was **seconded** by Mellon and **passed** unanimously.

FY2023-2026 Transportation Improvement Program (TIP)

Cunningham noted the public comment period for the Draft TIP ended on April 30 and outlined the changes included in the TIP narrative following the last council meeting.

Rennemeyer **moved** to approve the RESOLUTION NO. 2022-15 *APPROVING THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Clark and **passed** unanimously.

MMOF Call for Projects Criteria

Cunningham stated the 2022 MMOF Call for Projects Guidelines include the additional requirement for new transit service projects to include a sustainable funding plan as recommended by Planning Council. The Guidelines also include updated funding fact sheets provided by CDOT for state and federal funds.

Rennemeyer **moved** to *APPROVE THE 2022 MMOF CALL FOR PROJECTS GUIDELINES AND OPEN THE 2022 MMOF CALL FOR PROJECTS ON MAY 6, 2022*. The motion was **seconded** by Mellon and **passed** unanimously.

**DISCUSSION ITEMS:**

FY2022 Unified Planning Work Program (UPWP) Task Amendment – Karasko outlined the amendment for the FY2022 UPWP. The amendment adds a new Travel Demand Management (TDM) Task which will support the development and implementation of a new TDM program in the MPO region and outlined the task is budget neutral as it will utilize MMOF funding allocated to the RideNoCo program.

FHWA PM3 System Performance Updates – Cunningham outlined the requirements for the NFRMPO and CDOT to set joint targets for the Fort Collins Transportation Management Area (TMA) for two new system performance measures: Non-Single Occupant Vehicle (SOV) Travel and Peak Hours of Excessive Delay (PHED). NFRMPO staff prepared two scenarios for setting target for Non-SOV travel. The first scenario sets the targets by applying current commuting trends out to the target years and the second scenario increases the percentage of non-SOV commuters from 3.5 to 4 percent. TAC discussed the targets at their meeting in April and support setting targets based on current trends. Cunningham reviewed PHED targets proposed by CDOT following a review of modeling completed by their consultant. Council expressed support for setting Non-SOV using current trend data and CDOT's proposed PHED targets.



## **COUNCIL REPORTS:**

Transportation Commission – Bracke noted ridership on Poudre Express has continued to increase. The TC continues work on the GHG Policy Directive, any further comments on the directive should be directed to her to pass along to the Commission. The Four Chair TPR Meeting was held in April where the 10-year priority list of projects was reviewed for the Upper Front Range and NFRMPO. Increased investment will be made into North I-25 as it has been identified as a top priority.

CDOT R4 Update – Paddock discussed how increased construction costs are impacting projects across Region 4. Paddock reviewed 10-year plan projects within the NFRMPO including I-25 Segment 5 which is being matched with UFR, NFRMPO, and DRCOG, \$14M to premium transit along US34 between Greeley and Loveland, three main projects form the NFR list in the next 4 years. The National Highway Freight Program call for projects is open to solicit ideas for improvements to safety and mobility of freight in areas. Paddock provided updates on construction along I-25 noting the east frontage road is scheduled to be open by June 3, a ribbon cutting for the port of entries will happen in June, and Ketcher is scheduled to be reopen mid-May. The US34 eastbound bridge is scheduled to be demolished on June 4 which will allow for paving of the northbound lanes of I-25.

STAC Report – A written report was provided.

US34 Coalition – None this month.

I-25 Coalition – None this month.

Host Council Member Report – Clark reported progress along the HWY 85 corridor including landscaping and median improvements and as well as preparation for potential development at the south end of the corridor. A food tax has allowed the City to build a new police station. The 47<sup>th</sup> Ave widening project is scheduled to be completed soon including a roundabout at 47<sup>th</sup> and 37<sup>th</sup>. Construction will begin this summer to widen 23<sup>rd</sup> Ave. Trail construction is planned to occur in the next year or two around Tuscany St.

## **MEETING WRAP-UP:**

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:07 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: June 2, 2022**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### Greenhouse Gas (GHG) Planning Standard – Mitigation Measure Policy Directive

On May 19, the Transportation Commission (TC) adopted the GHG Mitigation Measures Policy Directive (PD 1610.0), which establishes an ongoing process and guidelines for establishing, tracking, and verifying GHG Mitigation Measures. Appendix A in PD 1610.0 includes the approved list of GHG Mitigation Measures and their associated GHG emissions reductions. Prior to adoption, several changes were incorporated into PD 1610.0 that were supported by NFRMPO staff, including:

- Allowing local data to be used in place of the standard inputs identified in Appendix A to improve the accuracy of GHG emissions reductions for mitigation measures.
- Allowing MPOs and CDOT to use mitigation measures that are not included in Appendix A, provided the measures are screened and approved by CDOT GHG Program Staff, the State Interagency Consultation Team (IACT), and the Air Pollution Control Division (APCD).
- Allowing locally driven projects, which are projects that were not prompted or developed as a result of CDOT or MPO action, to be included in a Mitigation Action Plan.

While the PD does not include a mechanism for prioritizing benefits to Disproportionately Impacted (DI) communities, which is a requirement in the GHG Planning Standard adopted by TC in December 2021, the TC committed to updating the PD by December 2022 to include additional provisions related to DI Communities. Overall, the PD reflects enormous effort on the part of CDOT staff and stakeholders to advance GHG planning in transportation.

CDOT's State Interagency Consultation Team (IACT), on which NFRMPO staff serve, recommended TC adopt the PD, but noted additional work and amendments will be needed to refine and improve the PD, especially as we learn from the first round of implementation this summer.

#### 2045 RTP Update and GHG Analysis

SB21-260 requires the NFRMPO to update the RTP by October 1, 2022, in compliance with the new GHG Planning Standard adopted by the TC. NFRMPO staff continue to work on identifying GHG strategies within





the region and preparing for the 2045 RTP Update scheduled for adoption by Planning Council on September 1, 2022. The attachment provides detail on preliminary GHG modeling analysis for the 2045 RTP Update.

## **Action**

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





## 2045 RTP Update: Preliminary GHG Modeling Analysis

### Required Reductions

The NFRMPO is required to update the 2045 RTP in compliance with the GHG Planning Standard specified in the Code of Colorado Regulations (2 CCR 601-22). The GHG Planning Standard set GHG reductions levels for the NFRMPO in four compliance years. The GHG reduction levels range from 0.04 million metric tons (MMT) in 2025 to 0.12 MMT in 2030, with reduction levels between those extremes for 2040 and 2050, as shown in **Table 1**.

The GHG reductions are relative to “baseline” GHG emissions. The baseline is the forecasted GHG emissions of the NFRMPO’s 2045 RTP as adopted in September 2019. Baseline GHG estimates for the 2045 RTP are shown in **Table 1**, along with the GHG reduction percentage for each compliance year. Given the NFRMPO’s travel model extends to 2045, not 2050, estimates for 2050 are extrapolated from 2045 using methodology developed by CDOT and APCD to set the GHG reduction levels for 2050 in the GHG Planning Standard.

**Table 1. GHG Reduction Levels in Million Metric Tons (MMT) by Compliance Year**

NFRMPO	2025	2030	2040	2050
GHG Reduction Level	0.04	0.12	0.11	0.07
Baseline GHG Estimates ( <u>2045 RTP</u> )	2.42	1.55	1.22	0.82
GHG Reduction Percentage	1.7%	7.7%	9.0%	8.5%

### GHG Strategies

The 2045 RTP and its associated modeling identify the major capacity projects, including major roadway and transit capacity expansion, that are planned for the region through 2045. The region will also invest in other critical elements of the transportation system, such as local bicycle and pedestrian facilities, Transportation Demand Management (TDM) programming, and enhancements to transit service, such as mobility hubs, that were not captured in the 2045 RTP document or modeling. These investments have an impact on the GHG emissions from transportation.

To address this gap, NFRMPO staff is identifying planned investments in GHG-reducing transportation strategies and incorporating them into the modeling of the region’s future transportation system. Incorporating them into the model provides a more comprehensive picture of the region’s transportation system and allows for the interactions between different travel choices to be more accurately represented. By identifying these strategies in the 2045 RTP Update, these strategies can be used to demonstrate compliance toward the new GHG Planning Standard.

Preliminary modeling results demonstrate a 0.05 MMT reduction in GHG emission for 2030, comprising 44 percent of the required 0.12 MMT reduction for 2030, based on the following assumptions:

- Expanding the local bicycle and pedestrian network
- Expanding TDM programming across the region





- Installation of mobility hubs and improved transit centers
- Increased adoption of ebikes
- Tripling telework rates

NFRMPO staff is continuing to review GHG-reduction strategies and coordinating with DRCOG and CDOT staff on how to reflect these investments in the travel model. If the GHG Reduction Level cannot be demonstrated through travel modeling, NFRMPO staff will review and identify GHG Mitigation Measures that could be used to further reduce GHG emissions.



**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
May 18, 2022**

**APPROVAL OF THE APRIL 20, 2022 TAC MINUTES**

Oberschmidt moved to approve the April 20, 2022, TAC minutes. Klockeman seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Ferko provided an overview of the two federal Ozone standards, the proposed reclassification of the Denver Metro/North Front Range Nonattainment Area by EPA to more stringent classifications, the expansion of the nonattainment area for the 2015 ozone standard to include all of Weld County, and the newly required State Implementation Plan (SIP) elements.

Bornhoft outlined the changes made to the Greenhouse Gas (GHG) Policy Directive and reported the Transportation Commission is scheduled to approve it at their meeting on May 19, 2022.

**CONSENT AGENDA**

**FY2022 Unified Planning Work Program (UPWP) Task Amendment #1** – Relford moved to approve the Consent Agenda. Klockeman seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**FHWA PM3 System Performance Updates** – Relford moved to recommend Planning Council approve the FHWA PM3 System Performance targets. Oberschmidt seconded the motion, which was approved unanimously.

**May 2022 TIP Amendment** – Oberschmidt moved to approve the May 2022 TIP Amendment. Relford seconded the motion, which was approved unanimously.

**DISCUSSION ITEMS**

**2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Update** – Cunningham reviewed the GOPMT framework from the 2045 RTP and the changes proposed by Staff and the Community Advisory Committee to the vision statement, goals, and objectives. TAC discussed further revisions to the vision statement and regional performance measures.

**2050 RTP Regionally Significant Corridors (RSCs) Update** – Gordon reviewed the changes to RSCs and Regional Transit Corridors (RTCs) from the April TAC meeting. TAC discussed connecting RSCs 24 and 25 in Weld County. Gordon noted the RSCs will be discussed at the June Planning Council meeting.

**Performance Report for the 2019 Congestion Mitigation Process (CMP)** – Bornhoft reviewed the purpose of the CMP, the federal requirement to periodically report out on the effectiveness of CMP strategies, and the progress made in the NFRMPO towards performance measures outlined in the CMP.

**2045 RTP Update and Greenhouse Gas (GHG) Analysis** – Bornhoft reviewed the updated memo which will be sent to TAC following the meeting. The memo outlined preliminary modeling results of the NFRMPO's progress towards meeting the GHG emissions reduction requirements for the 2045 RTP update. TAC discussed the repercussions of not meeting the required reduction levels, which include possible restrictions on State and Federal funding.

**MMOF Call for Projects Sponsor Q&A** – Cunningham reviewed requirements and upcoming deadlines for the MMOF Call for Projects.



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

May 12, 2022

**Attendees:** Cliff Moore, Doran Azari, Kathleen Mitchell, Gary Strome

**Staff:** Alex Gordon, AnnaRose Cunningham

**A Year in Review**

Cunningham reviewed the different speakers, topics, and key takeaways from first year of meetings of the Community Advisory Committee. Cunningham noted there will be a Walk Audit in June through the lens of older adults and individuals with disabilities. CAC members have attended NFRMPO meetings, filled out surveys, expanded our public engagement network, and improved staff communications. Cunningham reviewed the intent, responsibilities, and structure of the CAC as well as potential discussion topics.

Azari asked if the Community Advisory Committee was meeting NFRMPO needs. Cunningham stated the CAC has been helpful, especially with slow processes like the Regional Transportation Plan. Gordon stated the CAC has improved his communication style but wishes there was better attendance. Mitchell asked if staff would solicit more members. Cunningham stated staff will be soliciting new members. Strome stated there are a lot of things to accomplish but may need funding to achieve that. The group stated there is no need for a chair and vice-chair at the moment.

Cunningham asked for future meeting topics.

- Transportation to appointments, medical facilities – spread awareness, needs are increasing
- What projects are being funded? – MMOF project applications
- Carbon Reduction Funds and Enterprises

The meeting adjourned at 6:45 p.m. The next meeting date will be June 9, 2022.



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 2, 2022 LaSalle	Performance Report for the 2019 Congestion Management Process (CMP)	Medora Bornhoft
Objective/Request Action		
To review and provide comments on the Performance Report for the <u>2019 CMP</u> . This report does not require approval and will not be brought back as an Action Item.		<input checked="" type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"><li>• The performance report supplements the <u>2019 CMP</u> by monitoring the implemented congestion strategies in terms of the CMP's performance measures.</li><li>• The performance analysis shows the region is making progress on four of seven performance measures with available data.</li><li>• The report identifies the implemented projects and programmed projects that contribute toward congestion management.</li><li>• The report indicates progress is being made; however, additional strategies are needed to meet the region's congestion reduction goals.</li></ul>		
Committee Discussion		
<ul style="list-style-type: none"><li>• The TAC discussed the Performance Report at their meeting on May 18, 2022 and suggested including a table identifying the status of all performance measures, which NFRMPO staff implemented.</li></ul>		
Supporting Information		
<ul style="list-style-type: none"><li>• Federal regulations require urbanized areas with over 200,000 residents have a CMP, which is a "systematic and regionally-accepted approach for managing congestion."<sup>1</sup></li><li>• CMPs must be periodically monitored with an assessment of the effectiveness of strategies through an analysis of the region's established performance measures.</li><li>• In 2019, the NFRMPO Planning Council adopted the <u>2019 CMP</u>.</li></ul>		
Advantages		
<ul style="list-style-type: none"><li>• The report fulfills federal requirements for the periodic assessment of the effectiveness of congestion management strategies in terms of the region's established performance measures.</li></ul>		
Disadvantages		
<ul style="list-style-type: none"><li>• None.</li></ul>		
Analysis/Recommendation		
Staff requests Planning Council review the report and provide comments at the Planning Council meeting. Comments will be incorporated into the report following the meeting. The report does not require approval and will not be brought back as an Action Item.		
Attachments		
<ul style="list-style-type: none"><li>• <i>Performance Report for the 2019 Congestion Management Process</i></li></ul>		

<sup>1</sup> [https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/cmp.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm)





North Front Range  
**Metropolitan  
Planning  
Organization**

## **Performance Report for the 2019 Congestion Management Process**

**May 24, 2022**

Prepared by:

North Front Range Metropolitan Planning Organization

419 Canyon Ave, Suite 300

Fort Collins, CO 80521

Preparation of this document has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, the Colorado Department of Transportation, and the local member communities of the NFRMPO.



# Performance Report for the 2019 CMP

## Introduction

Reducing congestion is an objective of the North Front Range Metropolitan Planning Organization (NFRMPO) in support of the goal of moving people and goods safely, efficiently, and reliably. The NFRMPO uses a systematic and performance-based approach to address congestion, as documented in the [2019 Congestion Management Process \(CMP\)](#). The [2019 CMP](#) identifies strategies and performance measures to help inform transportation investment decisions.

This performance report supplements the [2019 CMP](#) by monitoring the implemented congestion strategies in terms of the CMP's performance measures. The purpose of the performance report is to identify effective strategies for congestion management to enable the region to strategically improve system performance. This report fulfills the federal requirement for a periodic assessment of the effectiveness of implemented congestion strategies.

The performance analysis in this report shows the region is making progress on four of seven performance measures with available data. The report also identifies the implemented projects and programmed projects that contribute toward congestion management.

## Performance Analysis

The [2019 CMP](#) identifies four direct measures of congestion and four indirect measures of congestion, as listed in **Table 1** and **Table 2**, respectively.

**Table 1. Direct Metrics for Evaluating Congestion**

CMP Performance Measure	Description
<b>Travel Time Index (TTI)</b>	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off-peak travel times.
<b>Vehicle Miles Traveled (VMT) per Capita</b>	Miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips or for specific destinations including home, work, commercial, etc.
<b>Travel Time Reliability (TTR)</b>	Measures non-recurring delay for all vehicles by comparing the 80 <sup>th</sup> percentile travel time to the average (50 <sup>th</sup> percentile) travel time. A value of 1.5 or higher indicates the segment is not reliable. A corridor may be congested, but reliable if the congestion is consistent.
<b>Truck Travel Time Reliability (TTTR)</b>	Measures non-recurring delay for trucks by comparing the 95 <sup>th</sup> percentile travel time to the average (50 <sup>th</sup> percentile) travel time. A value of 1.5 or higher is considered unreliable.



**Table 2. Indirect Metrics for Evaluating Congestion**

<b>CMP Performance Measure</b>	<b>Description</b>
<b>Number of Crashes</b>	The number of collisions involving one or more vehicles.
<b>Transit Ridership per Capita</b>	The number of unlinked trips per resident within each provider's service area. Measuring per capita helps account for population growth.
<b>Percent of Non-Single Occupant Vehicle (SOV) Commute Trips</b>	Percent of all commute trips completed by any mode other than SOV, including by transit, bicycle, walking, or carpooling.
<b>Percent NHS Miles Covered by Fiber</b>	Percent of National Highway System (NHS) miles with fiber-optic cables installed and used for transportation management purposes.

Performance on these measures of congestion reflect a range of factors. In addition to effectiveness of deployed strategies, performance is also influenced by work zone impacts and changes in travel behavior due to factors such as the price of fuel and, notably in 2020 and 2021, public health emergencies. The performance measure analysis that follows uses various timeframes for analysis, with the latest year of data ranging from 2019 to 2021 based on data availability for each performance measure.

Overall, four of seven performance measures with available data are trending in the right direction, as shown in **Table 3**. The performance measure analysis indicates progress is being made in addressing congestion, but additional strategies are needed to meet the region's congestion reduction goals.

**Table 3. Status of CMP Performance Measures**

<b>CMP Performance Measure</b>	<b>Baseline Value</b>	<b>Current Value</b>	<b>Status</b>
Travel Time Index (TTI): Percent congested	5.9%	5.1%	Improving
Vehicle Miles Traveled (VMT) per Capita	22.9	19.7	Improving
Travel Time Reliability (TTR): Percent unreliable	2.8%	2.3%	Improving
Truck TTR (TTTR): Percent unreliable	35%	49%	Worsening
Number of Crashes	10,392	10,508	Worsening
Transit Ridership per Capita	15.4	6.3	Worsening
Percent of Non-Single Occupant Vehicle (SOV) Commute Trips	23.4%	25.0%	Improving
Percent NHS Miles Covered by Fiber	N/A	43%	N/A

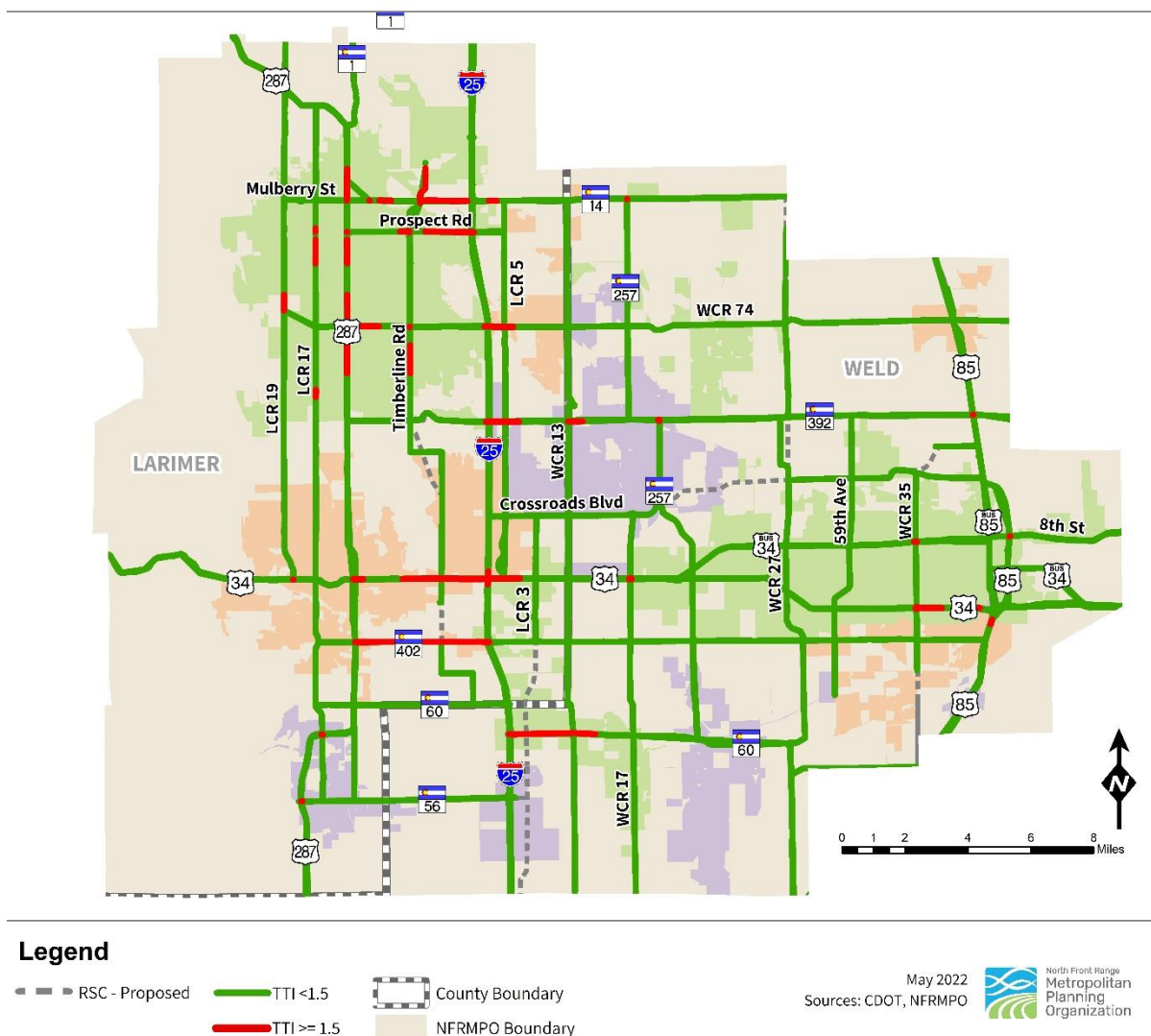


## Travel Time Index (TTI)

TTI measures recurring congestion and is defined as the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds. For example, a value of 1.3 indicates a 20-minute free-flow trip requires 26 minutes during the peak period.<sup>1</sup> Typically, roadways with a TTI greater than or equal to 1.5 are considered congested.

**Figure 1** highlights the regional TTI for 2021, which shows much of the network experienced free-flow or near free-flow conditions. TTI in 2021 was accessed from the INRIX dataset, the NFRMPO 2015 Regional Travel Demand Model (RTDM), and local travel time datasets such as BlueTOAD and Acyclica. Overall, 5.1 percent of the RSC network was congested in 2021, a decrease from 2018 when 5.9 percent of the network was considered congested.

**Figure 1. Travel Time Index of 1.5 or Greater, 2021**



<sup>1</sup> Glossary of Mobility-Related Terms. Texas A&M Transportation Institute. Urban Mobility Information. <https://mobility.tamu.edu/umr/media-information/glossary/>. Accessed 5/3/22.

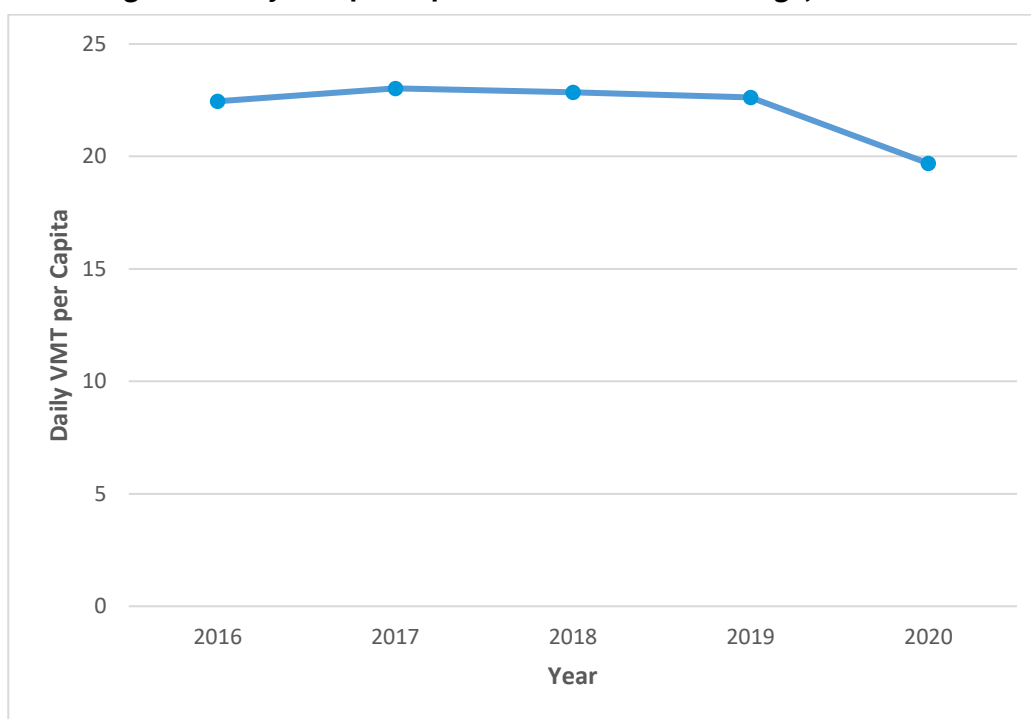


## Vehicle Miles Traveled (VMT) per Capita

VMT is the number of miles traveled by vehicles within a specified region, during a specified time period. Modeling VMT requires estimates of trip origin and destination. A reduction in VMT provides environmental benefits through reductions in emissions, fuel usage, roadway wear, and vehicle wear. Land use planning principles, such as infill development or mixed-use development can be used to help reduce VMT per capita.

According to VMT estimates from the 2015 Regional Travel Demand Model (RTDM), annual VMT estimates on state highways produced by CDOT, and population estimates from the Colorado State Demography Office, daily VMT per capita within the North Front Range increased from 2016 to 2017 and decreased from 2017 through 2020 as shown in **Figure 5**. Specifically, VMT per capita rose from 22.5 miles per day in 2016 to 23.0 miles per day in 2017, and then dropped to 19.7 miles per day in 2020.

**Figure 2. Daily VMT per Capita in the North Front Range, 2016-2020**



*Source: NFRMPO 2015 RTDM, CDOT, and the Colorado State Demography Office*

## Travel Time Reliability (TTR) Index

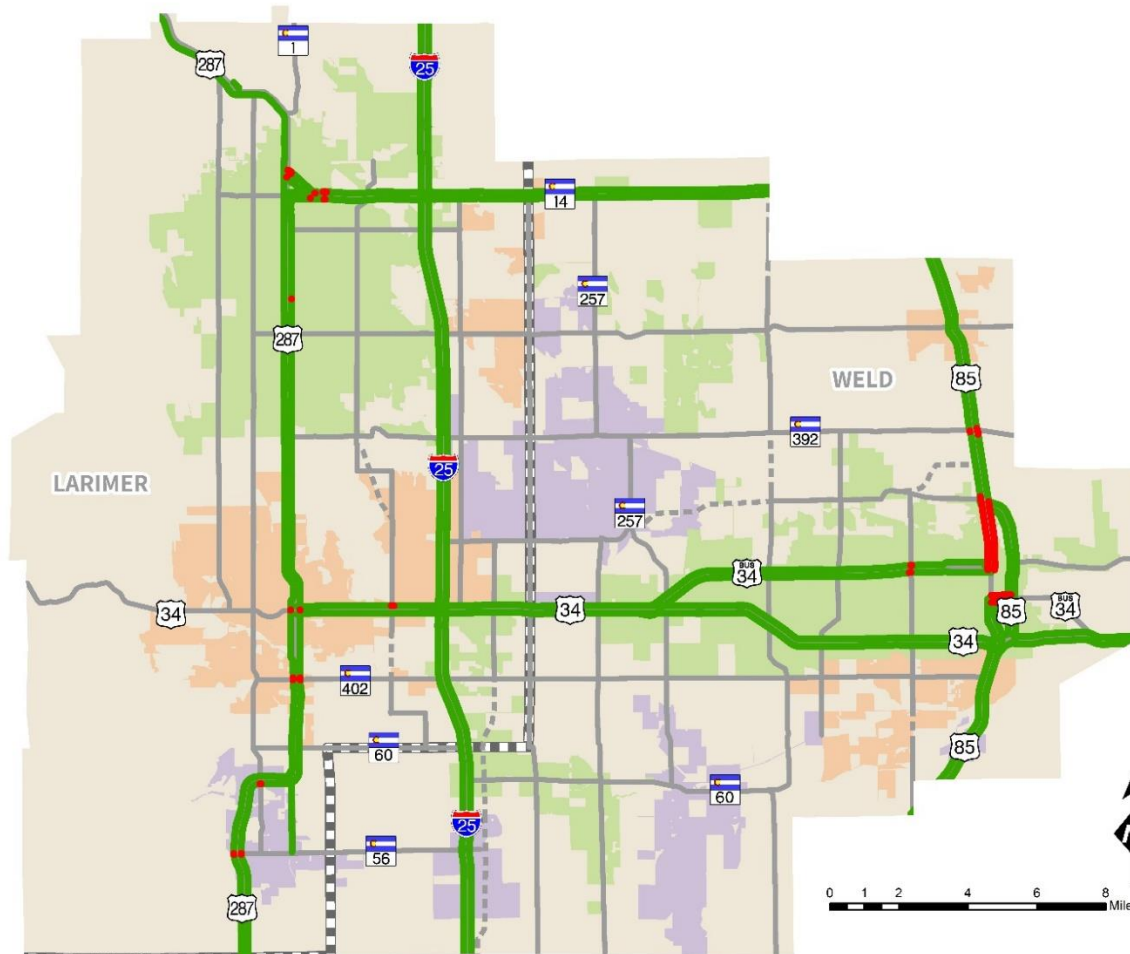
Whereas TTI measures the average travel time during peak periods to assess average levels of congestion, TTR measures the variance in travel times to assess the consistency or dependability in travel times. Reliability is important for both personal and business travelers so they can plan their travel to arrive on time. TTR is measured as the 80<sup>th</sup> percentile travel time divided by the 50<sup>th</sup> percentile (median) travel time, with ratios of 1.5 or greater considered unreliable. A roadway that typically takes 20 minutes to travel during the evening peak period but sometimes takes over 30 minutes qualifies as



unreliable if the longer travel time occurs at least 20 percent of the time. Data for TTR is available from the National Performance Measure Research Data Set (NPMRDS) for the National Highway System (NHS). Roadway segments with a TTR of 1.5 or greater are shown in **Figure 3**.

In 2021, 2.3 percent of the NHS system in the region was unreliable according to the TTR index, a slight decrease from 2018 when 2.8 percent of the NHS system was unreliable. According to the TTR index, reliability is improving in the region.

**Figure 3. TTR Index of 1.5 or Greater, 2021**



### Legend

- RSC - Existing
- TTR < 1.5
- County Boundary
- - - RSC - Proposed
- TTR ≥ 1.5
- NFRMPO Boundary

May 2022  
Sources: CDOT, NFRMPO



### Truck Travel Time Reliability (TTTR) Index

TTTR is a similar measure to TTR but is calculated using only commercial vehicles and uses a more stringent measure of success. TTTR measures the variance in truck travel times to assess consistency or



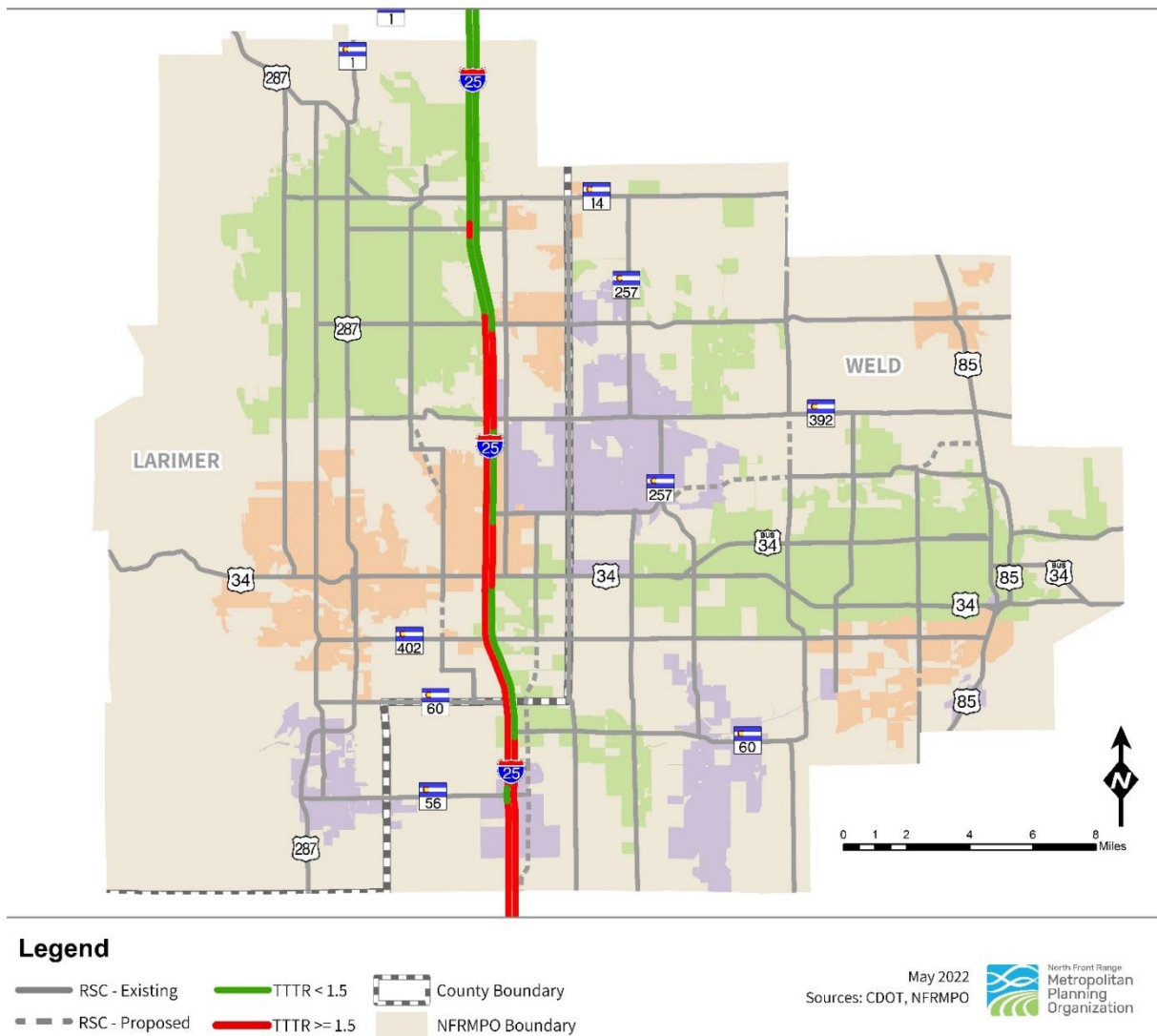
dependability. Specifically, TTR is measured as the 95<sup>th</sup> percentile travel time divided by the 50<sup>th</sup> percentile (median) travel time, with ratios larger of 1.5 or greater considered unreliable. A roadway that typically takes 20 minutes to travel during the evening peak period but sometimes takes over 30 minutes qualifies as unreliable if the longer travel time occurs at least 5 percent of the time. By examining the 95th percentile instead of the 80<sup>th</sup> percentile, TTTR is more stringent than the TTR measure because it requires more of the examined time periods to fall below the 1.5 ratio threshold. TTTR also uses slightly different reporting time periods than TTR, due to the importance of additional time periods for commercial vehicles.

Data for TTTR is available from the National Performance Measure Research Data Set (NPMRDS) for the Interstate portion of the National Highway System (NHS). Roadway segments on I-25 with a TTTR of 1.5 or greater are shown in **Figure 7**. The majority of the I-25 corridor is considered unreliable for truck traffic; however, the lack of reliability may be due to the work zone impacts of the North I-25 expansion project.

In 2021, 49 percent of I-25 within the NFRMPO region was unreliable for truck traffic, an increase from 2018 when 35 percent of I-25 was unreliable. According to the TTTR index, truck traffic reliability is worsening in the region.



**Figure 4. TTTR Index of 1.5 or Greater, 2021**



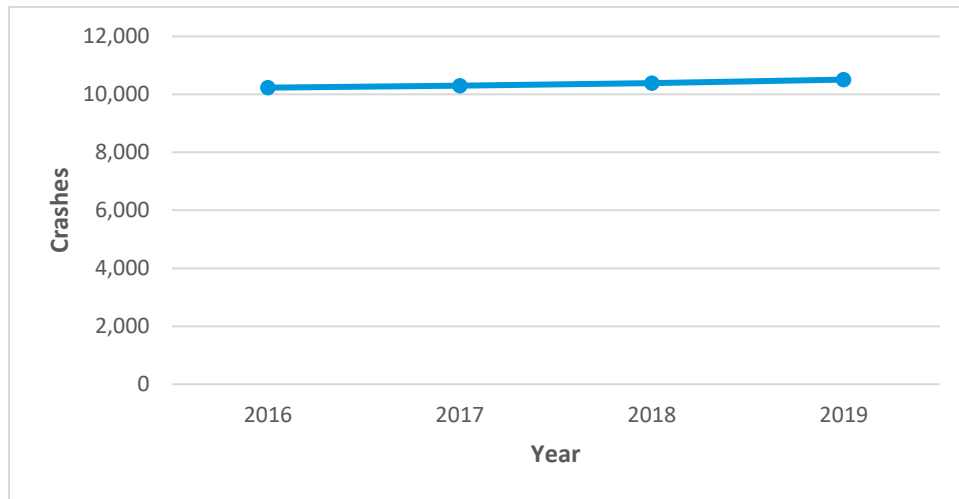
### Number of Crashes

Crashes can cause non-recurring congestion; however, not all crashes result in congestion, such as crashes occurring at low-volume time periods and/or in low-volume locations. Crash data is available from CDOT and includes crashes on all public roads. Crashes on state facilities are geocoded by CDOT, while crashes on local and county facilities are geocoded by NFRMPO.

Crashes within the North Front Range region increased slightly from 2016 through 2019, as shown in **Figure 8**.



**Figure 5. Number of Crashes in the North Front Range Region, 2016-2019**



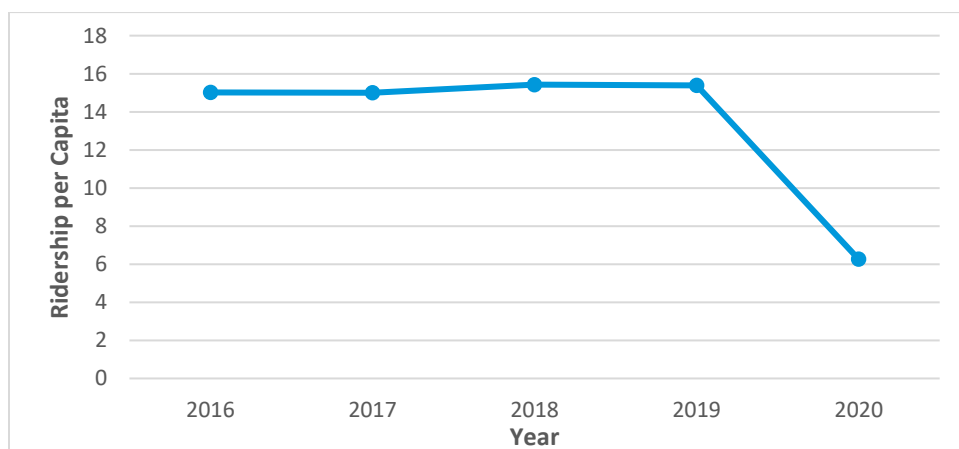
*Source: CDOT and NFRMPO*

### Transit Ridership per Capita

Transit ridership indicates the use of the transit system relative to the population served by the transit system. Data is available from the National Transit Database (NTD) for three of the providers within the region – City of Loveland Transit (COLT), Greeley-Evans Transit (GET), and Transfort – and data for Bustang, the fixed-route transit service operated by CDOT is available from CDOT.

Transit ridership per capita hovered around 15 riders per capita from 2016 through 2019 and dropped by more than 50 percent to 6.3 riders per capita in 2020, as shown in **Figure 9**. The COVID-19 pandemic caused the decrease in transit ridership in 2020 and preliminary data for 2021, not presented, indicates transit ridership per capita increased from 2020 to 2021.

**Figure 6. Fixed-Route Transit Ridership per Capita, 2016-2020**





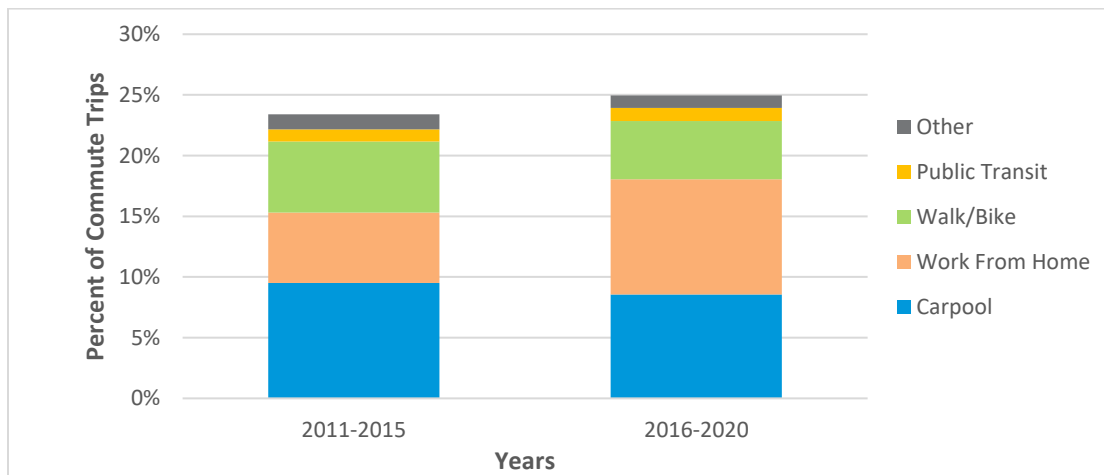
Source: NTD and CDOT

### Percent of Non-Single Occupant Vehicle (SOV) Commute Trips

Travel to work often occurs during peak periods, and the majority of commute trips occur in SOVs, which consume more space on the transportation network than any other mode. This performance measure assesses the percent of commute trips occurring by non-SOV modes such as bicycling, walking, transit, carpooling, and working from home. Survey data on commute modes is available from the U.S. Census American Community Survey (ACS). Data is averaged over a five-year period and reflects the typical commute mode used by the respondent, which means modes used infrequently are likely underrepresented in the dataset.

Within the North Front Range, non-SOV commute trips increased from 23.4 percent for 2011-2015 to 25.0 percent for 2016-2020, reflecting the increase in work from home in 2020 due to the COVID-19 pandemic.

**Figure 7. Non-SOV Commute Trips, 2011-2015 and 2016-2020**



Source: American Community Survey, U.S. Census Bureau

### Percent NHS miles Covered by Fiber

Fiber-optic networks are used to maximize operational efficiency and management of the existing roadway infrastructure through the use of Intelligent Transportation Systems (ITS) and devices. As of 2021, 43 percent of NHS miles within the North Front Range are covered by fiber. Data for earlier years is not available at this time, but this measure will be tracked going forward to allow for trends analysis in future CMP documents.

### Implemented and Programmed Strategies

This performance report identifies the implemented and programmed projects funded through the NFRMPO that include one or more congestion management strategies in their project scope. Projects are included if they were completed between fiscal year (FY) 2016 and FY2022 or if they are programmed



for FY2023.<sup>2</sup> Many other projects occur within the North Front Range region to address congestion that are not funded through the NFRMPO and are therefore excluded from this report.

Congestion management strategies can be organized into four main categories, as identified in FHWA's "Congestion Management Process: A Guidebook."<sup>3</sup> Strategies associated with each category are provided in **Table 4**. The strategies do not constitute an exhaustive list of congestion management strategies. All reasonable strategies must be evaluated and deemed ineffective or infeasible prior to the consideration of additional system capacity.

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<sup>2</sup> FY2016 was chosen as the earliest project completion year for this report because the most recent CMP Performance Report for the region was completed in 2016 and included projects completed as of the issuance of that report: <https://nfrmpo.org/wp-content/uploads/2016-cmp-annual-report.pdf>.

<sup>3</sup> Congestion Management Process: A Guidebook. U.S. Department of Transportation, Federal Highway Administration. April 2011. Accessed from [https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/cmpguidebk.pdf](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf).



**Table 4. Congestion Management Strategies by Category**

<b>Category</b>	<b>Strategy</b>
<b>Transportation Demand Management</b>	Congestion Pricing
	Parking Management and Parking Pricing
	Ridesharing
	Telework and Flexible Work Hours
	Pedestrian and Bicycle Improvements
<b>Public Transportation Improvements</b>	Operations Improvements
	Capacity Improvements
	Bicycle and Pedestrian Accessibility Improvements
<b>Traffic Operational Improvements / Intelligent Transportation Systems (ITS)</b>	Traffic Metering
	Access Management
	Converting HOV lanes to HOT lanes
	Bus-only shoulder lanes
	Traffic Signal Optimization
	Geometric Improvements
	Road Diets
	Traffic Incident Management
<b>Additional System Capacity</b>	New HOV or HOT lanes
	Removing bottlenecks
	Intersection Improvements
	Center turn lanes
	Overpasses or underpasses
	Closing gaps in the street network
	New travel lanes (including truck climbing lanes)

The implemented projects in **Table 5** and programmed projects in **Table 6** are sorted into one of the four categories identified above based on their primary congestion-related project scope: Transportation Demand Management (TDM), Public Transportation Improvements, Traffic Operational Improvements/ITS, or Additional System Capacity. However, many projects include TDM components even though their primary congestion-related project scope falls into one of the other three categories. Accordingly, the tables below also identify if the project includes one or more TDM components.



**Table 5. Implemented Projects with Congestion Management Strategies, FY16-FY22**

<b>Strategy Category</b>	<b>Project Name</b>	<b>Regionally Significant Corridor</b>	<b>Includes TDM Component(s)</b>
<b>Transportation Demand Management</b>	Sheep Draw Trail Poudre Connection	None	X
	Milliken to Johnstown Trail Connection	SH60	X
	Great Western Trail	WCR 74	X
	Colorado Front Range Trail	LCR 17	X
	Little Thompson River Corridor Trail—Phase 1a	SH60	X
	7th Street Multimodal Study & Early Action	Multiple	X
	Berthoud Pkwy Trail Gap Elimination Project	LCR 17	X
	Greeley #3 Canal Trail, Phase 2 & 3	WCR 35 / 35th Avenue	X
	Laporte Avenue Improvements - Fishback to Sunset	None	X
	Poudre River Regional Trail Windsor to Timnath Connector	LCR 5	X
	SH 287 West Sidewalk Gap	US287	X
	Siphon Overpass -- UPRR Power Trail Grade Separated Crossing	LCR 7 / LCR 9 / Timberline Rd	X
<b>Traffic Operational Improvements / ITS</b>	Adaptive Signal US 85 Greeley	US85	--
	10th Street Access Control Implementation	US34 Business	--
	US 85 Access Control at 31st Street	US85	--
	Loveland Traffic Optimization	Multiple	--
	Greeley Signal Timing 2016	Multiple	--
	Adaptive Signals 34 and 85 Bypass	Multiple	--
	Central System and Controller Replacement	Multiple	--
<b>Public Transportation Improvements</b>	Secure Bicycle Parking (2 locations)	Multiple	X
<b>Additional System Capacity</b>	US 34 Business (10th St): 23rd to 35th	US 34 Business	X
	US 34 Widening: Denver to Boyd Lake	US 34	X
	I-25 Truck Climbing Lane	I-25	--
	LCR 17 Expansion, Berthoud	LCR 17	X
	65th Avenue Widening	65th Ave	X
	I-25/Crossroads Bridge	I-25	--
	Horsetooth and College Intersection Improvement	US 287	X
	65th Ave: US34 Bypass to 37th Ave	65th Ave	X
	North LCR 17 Expansion	LCR 17	X



**Table 6. Programmed Projects with Congestion Management Strategies, FY23**

<b>Strategy Category</b>	<b>Project Name</b>	<b>Regionally Significant Corridor</b>	<b>Includes TDM Component(s)</b>
<b>Transportation Demand Management</b>	South Boyd Lake Trail	US34	X
	WCR23/Great Western Trail Pedestrian Connection	WCR74	X
<b>Traffic Operational Improvements / ITS</b>	Traffic Signal Progression Improvements—US34	US34	--
	Greeley Citywide Signal Retiming	Multiple	--
	Greeley Phase 3 Fiber	Multiple	--
<b>Additional System Capacity</b>	Intersection Improvements at SH 257 & Eastman Park Drive	SH257	X
	Timberline Road Corridor Improvements	LCR 7 / LCR 9 / Timberline Rd	--
	59th Avenue and O Street Roundabout	O St	X
	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	US34	X
	North Taft Ave & US34 Intersection Widening/Improvements	US34 & LCR17	X
	College and Trilby Road Intersection Improvements	US287	X
	CR19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	LCR 19	X
	Roundabout at WCR 74 and WCR 33	WCR 74	X
	37th St Widening	SH402 / Freedom Pkwy	--
	US 34 Widening - Boise to Rocky Mountain Ave	US34	X
	83rd Ave Roadway Improvements	83rd Ave	X

## Conclusion

As identified in the Implemented and Programmed Strategies section, a variety of strategies are being used to manage congestion within the NFRMPO region. The implemented strategies cover a wide range of corridors and are contributing to the management of congestion. Across the region, four of seven performance measures with available data are trending in the right direction. The performance measure analysis indicates progress is being made in addressing congestion, but additional strategies are needed to meet the region's congestion reduction goals.



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: June 2, 2022**

**Re: \*\*CONSENT\*\* FY2022-2023 Unified Planning Work Program (UPWP)  
FY2022 Task Amendment #1**

### Background

The NFRMPO staff has drafted a new Travel Demand Management (TDM) Task for FY2022 the *FY2022-2023 Unified Planning Work Program (UPWP)*. The new Task supports the development and implementation of a TDM program in the MPO region. A TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas and ozone emissions reductions. This Task Amendment is budget neutral as the funding for this task is MMOF funding allocated to the RideNoCo effort but is being split out into a separate TDM.

### Action

TAC requests and recommends Planning Council approval of the FY2022 Task Amendment #1.



## **4.6 Transportation Demand Management (TDM)**

### Objective:

This Work Task supports the development and implementation of a Transportation Demand Management (TDM) program in the MPO region. A TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas and ozone emissions reductions.

### Method:

The NFRMPO developed a TDM Action Plan through the work of the TDM Work Group in FFY2022, which identifies goals and vision to develop the regional TDM Program. The Work Group will continue to guide the implementation of the program. The NFRMPO's TDM Program builds upon the work of RideNoCo by adding a business/employee component to the project and act as an educational resource for businesses. In addition, the NFRMPO will support the development of a Transportation Management Association/Organization (TMA/O) through staff support, salary for a TDM Manager position, and indirect/program costs.

### Overall Impact/Intent:

The intent of the TDM Program is to develop strategies to reduce single-occupancy vehicle trips, address air quality issues through greenhouse gas emissions reductions, ozone emission reductions and provide additional transportation opportunities for residents and visitors in the region. This program will be a partnership of the NFRMPO and other stakeholders throughout the region.

### FY2023 Products:

1. Implement TDM Action Plan (ongoing)
2. TDM Work Group meetings (ongoing)
3. Develop TDM resource website (Q2 2023)
4. Contract with new TMO (Q3 2023)
5. Staff support for TMO (ongoing)
6. Community outreach (ongoing)



	<u>FY2022</u>	<u>FY2023</u>
PERSON/WEEKS:	0	4

**Budget**

Personnel	\$0	\$6,365
Other Direct	\$0	\$139,052
Indirect	\$0	\$4,582
<b>TOTAL</b>	<b>\$0</b>	<b>\$150,000</b>

**Distribution**

**State**

MMOF (50.0%)	\$0	\$75,000
MMOF match (50.0%)	\$0	\$75,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$150,000</b>

**Other Direct**

Out of State Training	\$0	\$0
Consultant	\$0	\$139,052
Other	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$139,052</b>



**RESOLUTION NO. 2022-16**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL APPROVING**  
**THE FIRST AMENDMENT TO THE FY2022 TASKS OF THE FY2022-2023 UNIFIED PLANNING WORK**  
**PROGRAM (UPWP)**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2022 UPWP Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

**WHEREAS**, the FY2022 budget and FY2022 Tasks were approved by the North Front Range Transportation & Air Quality Planning Council on May 6, 2021 and this is the First Task Amendment to the FY2022 Tasks; and

**WHEREAS**, this budget amendment does not modify the 2022 UPWP budget; and

**WHEREAS**, the NFRMPO is amending the FY2022 UPWP Tasks to include:

- A new Travel Demand Management (TDM) Task to support the development and implementation of a TDM program in the MPO region.

**WHEREAS**, this Task Amendment is budget neutral with no changes to local match; and

**WHEREAS**, the VanGo™ total budget remains unchanged.

**NOW, THEREFORE, BE IT RESOLVED** the North Front Range Transportation & Air Quality Planning Council hereby approves the First Amendment to the FY2022 Tasks of the FY2022-2023 Unified Planning Work Program (UPWP). Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of June 2022.

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: AnnaRose Cunningham**

**Date: June 2, 2022**

**Re: \*\*\*CONSENT\*\*\* FHWA PM3 System Performance Updates**

### Background

In 2018, the NFRMPO set targets for PM3: System Performance for the first performance period (2018-2021). For the second performance period, the NFRMPO is required to set two additional PM3 targets on traffic congestion: Non-Single Occupant Vehicle (SOV) Travel and Peak Hours Excessive Delay (PHED). The traffic congestion targets for the second performance period are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter. For the NFRMPO and CDOT, this requirement applies to the Fort Collins Fort Collins Transportation Management Area (TMA). The applicable area for the CMAQ Traffic Congestion targets is included in the attached map (**Figure 1**). Additionally, the NFRMPO is required to set traffic congestion targets in conjunction with the State.

### Non-SOV Targets

NFRMPO staff analyzed commuting data from 2015-2019 American Community Survey (ACS) and created two likely target setting scenarios as shown in **Table 1**, attached. CDOT's preferred targets are Scenario 2. An explanation of the methodology, why the target is achievable, and how the targets support current transportation plans and programs is included in the attached presentation.

### PHED

CDOT worked with CATCH Intelligence to forecast future levels of PHED for the Fort Collins and Denver-Aurora UZAs. The model used data inputs from the National Performance Management Research Data Set (NPMRDS), Highway Performance Monitoring System (HPMS), FHWA, CDOT Travel Demand model, and State sources. The model predicted future PHED which CDOT used to establish the proposed targets shown in **Table 2**, attached.

TAC discussed both sets of targets at their meeting on April 20, 2022. TAC's preferred Non-SOV Targets are Scenario 1 and support the targets for PHED as recommended by CDOT. Planning Council discussed the targets at their meeting on May 5 and agreed with TAC's preferred targets.





## Action

TAC recommends Planning Council approval of the Non-SOV Scenario 1 targets and the CDOT Proposed PHED targets.

**Table 1: Non-SOV Travel Target Scenarios**

<b>Scenario 1: Current Trends</b> Extending the current trends (2013-2019) in number of workers, drive alone, and non-SOV commute modes out to 2026	
<b>2-Year Target</b>	<b>4-Year Target</b>
25.30%	25.56%
<b>Scenario 2: Current Trends with Increased Non-SOV Commute</b> Scenario 1 plus increasing the percent of non-SOV commuters from 3.5% to 4%	
<b>2-Year Target</b>	<b>4-Year Target</b>
25.91%	26.43%

**Table 2: CDOT Proposed PHED Targets**

<b>2-Year Target</b>	<b>4-Year Target</b>
3.8	3.7



**RESOLUTION NO. 2022-17**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**TO SET NON-SINGLE OCCUPANT VEHICLE TRAVEL AND PEAK HOURS EXCESSIVE DELAY (PHED) FOR THE**  
**SYSTEM PERFORMANCE: CMAQ TRAFFIC CONGESTION PERFORMANCE MEASURES**

**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 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

**WHEREAS**, the Federal Highway Administration (FHWA) established regulations (23 CFR 490.703) states the CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population of over one million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS); and

**WHEREAS**, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set the following joint targets:

- Non-Single Occupant Vehicle (SOV) Travel
  - 2 Year: 25.3%
  - 4 Year: 25.6%
- Annual Hours of Peak Hours Excessive Delay (PHED)
  - 2 Year: 3.8
  - 4 Year: 3.7

**WHEREAS**, the National Performance Management Measures regulations (29 CFR Part 490) require each urbanized area where the measure applies, the State DOTs and MPOs in that area must establish and report a single, unified target;

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set target 2-and 4-year targets for Non-SOV Travel and PHED for the System Performance: CMAQ Traffic Congestion Performance Measures and agrees to plan and program projects to contribute toward the accomplishment of the targets. Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of June 2022.

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

ATTEST:

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



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 2, 2022 LaSalle	May 2022 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To approve the May 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The May 2022 TIP Amendment includes two revision requests from the City of Loveland and CDOT:</p> <ul style="list-style-type: none"><li>Revising the Loveland <i>CNG Fast Fill Stations</i> project by replacing \$828K federal CMAQ funds with \$828K local funds and revising the project scope based on Planning Council action in January 2020. The replacement of local funds with CMAQ funds is due to the Buy America waiver program suspension.</li><li>Revising the <i>North I-25: Design Build</i> project by decreasing Previous (FY21) LOM funding by \$828K and increasing CMAQ FY22 funding by \$828K. The replacement of local funds with CMAQ funds is due to the Buy America waiver program suspension.</li></ul> <p>The attached May 2022 Policy Amendment Form provides additional information on these requests.</p>		
Committee Discussion		
This is the first and only time TAC is scheduled to see the May 2022 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the May 2022 TIP Amendment began on May 11, 2022 and concludes on June 9, 2022.</p> <p><u>Funding Types and Uses</u></p> <p><b>Congestion Mitigation &amp; Air Quality (CMAQ)</b> funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p>		
Advantages		
<ul style="list-style-type: none"><li>Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.</li></ul>		
Disadvantages		
<ul style="list-style-type: none"><li>None noted.</li></ul>		
Analysis/Recommendation		
<ul style="list-style-type: none"><li>Staff supports adding the May 2022 TIP Amendment to the FY2022-2025 TIP.</li></ul>		
Attachments		
<ul style="list-style-type: none"><li>May 2022 Policy Amendment Form</li><li><b><i>Resolution 2022-18</i></b></li></ul>		



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

## Policy Amendment #2022-A5

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 5/11/2022

### 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	SPR	-	-	150	-	-	-	150	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	-	-	80	-	-	-	80	-
<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	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		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	-	42,897	93,402	18,408	-	154,707	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>496,612</b>	-	<b>43,627</b>	<b>93,402</b>	<b>18,408</b>	-	<b>155,437</b>	-



**REVISED 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	-	828	-	-	-	828	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	-	-	150	-	-	-	150	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	-	-	80	-	-	-	80	-
<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	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		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	45,907	-	42,897	93,402	18,408	-	154,707	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>495,784</b>	-	<b>44,455</b>	<b>93,402</b>	<b>18,408</b>	-	<b>156,265</b>	-

**Revision:** Increasing FY22 CMAQ funds by \$828K and decreasing LOM Previous Funding (FY21) by \$828K due to funding swap with Loveland CNG Fast Fill Stations (STIP ID: SNF5173.053).

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

Title:	CNG Fast Fill Stations	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	CMAQ	-	828	-	-	-	-	828	-
<b>STIP ID:</b>	SNF5173.053	Local	L	-	174	-	-	-	-	174	-
<b>TIP ID:</b>	2020-004	Local	LOM	-	200	-	-	-	-	200	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>1,202</b>	-	-	-	-	<b>1,202</b>	-

**Air Quality:** Exempt from conformity analysis

**Description:** Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.

**REVISED ENTRY**

Title:	CNG Fast Fill Stations	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	CMAQ	-	-	-	-	-	-	0	-
<b>STIP ID:</b>	SNF5173.053	Local	L	-	1,202	-	-	-	-	1,202	-
<b>TIP ID:</b>	2020-004		<b>Total</b>	-	<b>1,202</b>	-	-	-	-	<b>1,202</b>	-

**Type:** Operations

**Air Quality:** Exempt from conformity analysis

**Description:** Build CNG fast fill fueling addition to City of Loveland Fueling Facility to accommodate municipal and County fleet needs for CNG fueling.

**Revision:** Swapping \$828K FY22 CMAQ funds with Local Funds from *North I-25: Design Build* due to Buy America waiver restrictions. Combining L and LOM lines. No change to project total. Revising project description based on Planning Council agenda of January 9, 2020.



**RESOLUTION NO. 2022-18**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE MAY 2022 AMENDMENT TO THE**  
**FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

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

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

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

**WHEREAS**, the May 2022 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

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

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

- Congestion Mitigation and Air Quality (CMAQ) and Local funding:
- Revising the Loveland *CNG Fast Fill Stations* project by replacing \$828K federal CMAQ funds with \$828K local funds and revising the project scope based on Planning Council action in January 2020.
- Revising the *North I-25: Design Build* project by decreasing Previous (FY21) LOM funding by \$828K and increasing CMAQ FY22 funding by \$828K.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of June 2022.

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William Karspeck, Chair

ATTEST:

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Suzette Mallette, Executive Director



## **MEMORANDUM**

**To: NFRMPO Council**

**From: Mark Clark, HR Committee Chair**

**Date: June 2, 2022**

**Re: Executive Director Contract**

### **Background:**

The Executive Director contract was originally executed May 29, 2018 and has four amendments. The first amendment adjusted the amount going into the retirement funds and the second increased the amount of vacation.

The third and fourth amendments extended the contract expiration dates. No modifications are being proposed except extending the end date to June 2023.

The draft amendment is attached.

### **Action:**

The HR Committee reviewed this information and recommended this contract amendment be renewed by the NFRMPO Council.



## **FIFTH AMENDMENT TO EMPLOYMENT AGREEMENT**

This Fifth Amendment to Employment Agreement (the "Fifth Amendment") is made and entered into this 2nd day of June, 2022, (the "Effective Date"), by and between the NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION (the "MPO"), acting by and through its governing body, the NORTH FRONT RANGE TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL (the "Council") and Suzette Mallette ("Employee").

WHEREAS, Employee and the MPO entered into an Employment Agreement, dated May 29, 2018 (the "Employment Agreement");

WHEREAS, Employee and the MPO entered into a First Amendment to Employment Agreement, dated January 1, 2019 ("First Amendment");

WHEREAS, Employee and the MPO entered into a Second Amendment to Employment Agreement, dated January 9, 2020 ("Second Amendment");

WHEREAS, Employee and the MPO entered into a Third Amendment to the Employment Agreement, dated January 7, 2021 ("Third Amendment");

WHEREAS, Employee and the MPO entered into a Fourth Amendment to the Employment Agreement, dated May 6, 2021 ("Fourth Amendment"); and

WHEREAS, the Employment Agreement is due to expire on June 3, 2022 and the Parties wish to extend the term of the Employment Agreement.

In consideration of the mutual covenants and agreements contained herein, the receipt and sufficient of which is hereby acknowledged, the MPO and Employee agree as follows:

1. The term of the Employment Agreement shall be extended to June 3, 2023.
2. All other terms of the Employment Agreement, as modified by the Second Amendment, shall remain in effect.

NORTH FRONT RANGE METROPOLITAN  
PLANNING ORGANIZATION

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

ATTEST:

\_\_\_\_\_  
EMPLOYEE

\_\_\_\_\_  
Suzette Mallette



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Alex Gordon**

**Date: June 2, 2022**

**Re: 2050 RTP Regionally Significant Corridors (RSCs) Update**

### Background

With each Regional Transportation Plan (RTP) update, NFRMPO staff updates its regional corridors and their definitions. To facilitate these updates, NFRMPO staff distributed maps of Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), and Regional Active Transportation Corridors (RATCs) from the 2045 Regional Transportation Plan to NFRMPO member communities for their review. Communities submitted recommendations to update the right-of-way, remove corridors, and add new corridors. These comments were discussed at the TAC meetings on April 20, 2022 and May 18, 2022. TAC discussed the following changes at that meeting:

- Realign the O Street/Crossroads Boulevard corridor to avoid the historic farm property
- Add US85 as an RTC
- Update the RSC definition for consistency with the 2045 RTP
  - The roadway is eligible to receive federal aid.
  - The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2050.
  - It is anticipated that by 2050 all segments of the roadway designated as an RSC will be built and paved.
  - The roadway serves regional traffic as determined by local knowledge.

NFRMPO staff incorporated these changes into the draft maps attached.

### Action

Staff requests Planning Council review the proposed RSCs, RTCs, and RATCs and to provide feedback at their June 2, 2022 meeting.

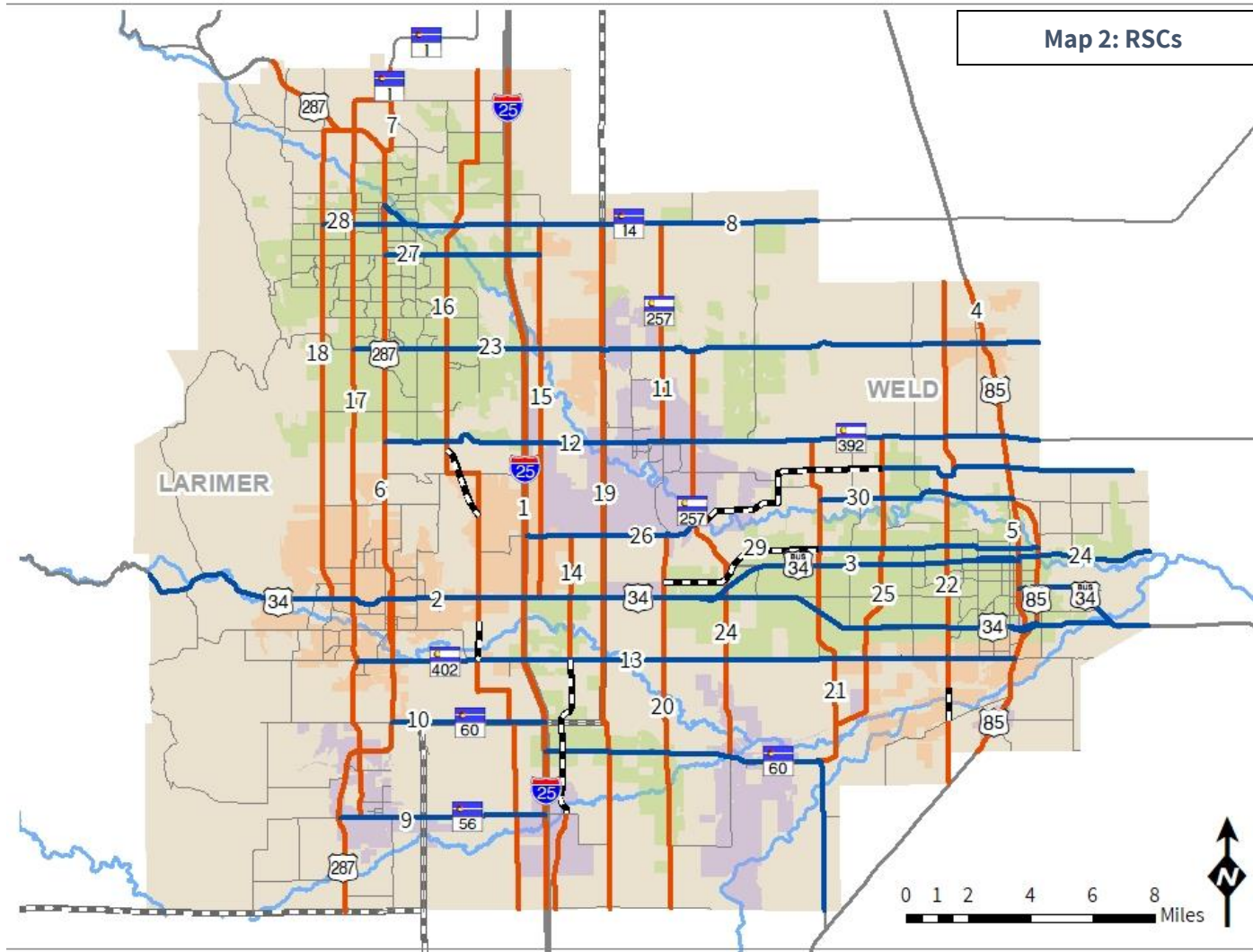




**Table 1: RSC Names and Extent**

#	Corridor	From (North/West)	To (South/East)
1	I-25	Northern MPO Boundary	Southern MPO Boundary
2	US34	Western MPO Boundary	Eastern MPO Boundary
3	US34 Business Route	US34 MP102	US34 MP 115.5
4	US85	WCR70	WCR48
5	US85 Business Route	US85	US34
6	US287	Northern MPO Boundary	Southern MPO Boundary
7	SH1	Northern MPO Boundary	US287
8	SH14	US287	Eastern MPO Boundary
9	SH56	US287	RSC14
10	SH60	US287	Southern MPO Boundary
11	SH257	SH14	SH60
12	SH 392	US287	US85
13	SH402 / Freedom Parkway	LCR17	US85
14	LCR3 / WCR9.5	Crossroads Boulevard	Southern MPO Boundary
15	LCR 5	SH14	US34
16	LCR7 / LCR 9 / Timberline Road	Northern MPO Boundary	Southern MPO Boundary
17	LCR17 / Shields Street / Taft Avenue / Berthoud Parkway	US287	SH56
18	LCR 19 / Taft Hill Road / Wilson Avenue	US287	US34
19	WCR13	SH14	Southern MPO Boundary
20	WCR17	Crossroads Boulevard	Southern MPO Boundary
21	WCR 27 / 83 <sup>rd</sup> Avenue / Two Rivers Parkway	SH14	SH60
22	WCR35 / 35 <sup>th</sup> Avenue	Northern MPO Boundary	US85
23	WCR 74 / Harmony Road	LCR17	Eastern MPO Boundary
24	8 <sup>th</sup> Street	US85	Eastern MPO Boundary
25	59 <sup>th</sup> Avenue / 65 <sup>th</sup> Avenue	SH392	Two Rivers Parkway
26	Crossroads Boulevard / WCR66	I-25	Weld County Parkway
27	Mulberry Street	LCR19	Riverside Avenue
28	Prospect Road	US287	LCR5
29	4 <sup>th</sup> Street	WCR17	US85
30	O Street	83 <sup>rd</sup> Avenue	US85





### Legend

- Proposed RSCs - Unconstructed
- Proposed RSCs - East/West
- Proposed RSCs - North/South
- County Boundary
- NFRMPO Planning Area

May 2022  
Sources: CDOT, NFRMPO



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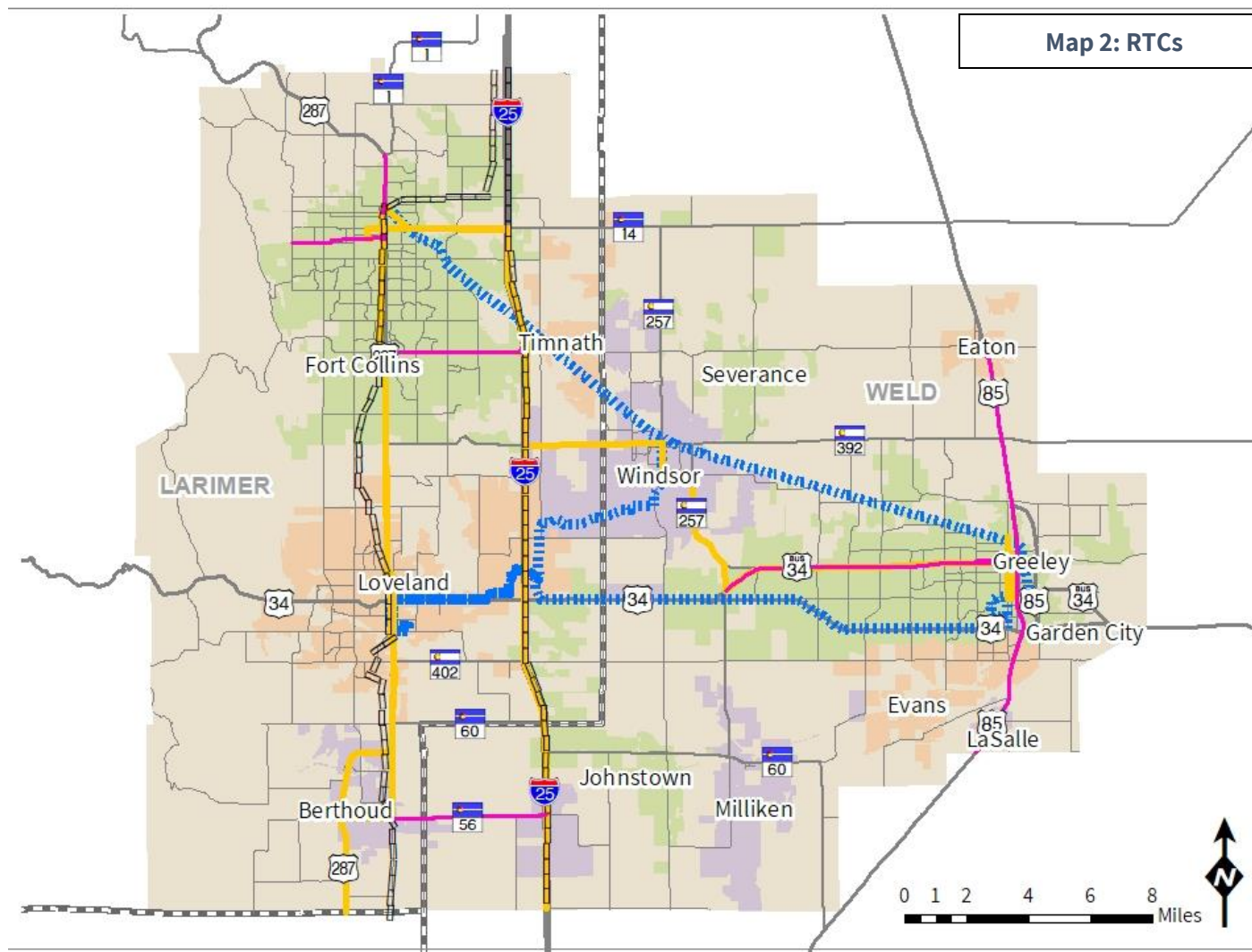




**Table 3: RTC Types and Extents**

Type	Corridor	From (North/West)	To (South/East)
Existing Regional Transit	Poudre Express	Fort Collins	Greeley
Existing Regional Transit	FLEX	Fort Collins	Boulder
Existing Regional Transit	Bustang	Fort Collins	Denver
Front Range Passenger Rail	FRPR Option A (US287)	Fort Collins	Denver
Front Range Passenger Rail	FRPR Option B (I-25)	Fort Collins	Denver
Local/Regional Transit	North College MAX Extension	SH1	Downtown Fort Collins
Local/Regional Transit	West Elizabeth MAX Extension	Foothills Campus	CSU Campus
Local/Regional Transit	Harmony Road MAX Extension	South Transit Center	Harmony Transfer Center
Local/Regional Transit	US85 Transit Service	Eaton	Greeley/Denver
Local/Regional Transit	SH56 Transit Service	Berthoud	SH56 Mobility Hub
Local/Regional Transit	US34 Premier Transit Service	Greeley Park-n-Ride	Downtown Greeley
Premium Transit Analysis	US34 Transit Service	Loveland	Greeley
Premium Transit Analysis	Loveland/Windsor Transit Service	Loveland	Windsor
Premium Transit Analysis	Great Western Railroad Transit Service	Fort Collins	Greeley





## Legend

- Existing Regional Transit
- Front Range Passenger Rail
- Local/Regional Transit Priority
- Premium Transit Analysis
- County Boundary
- NFRMPO Planning Area

May 2022  
Sources: CDOT, NFRMPO



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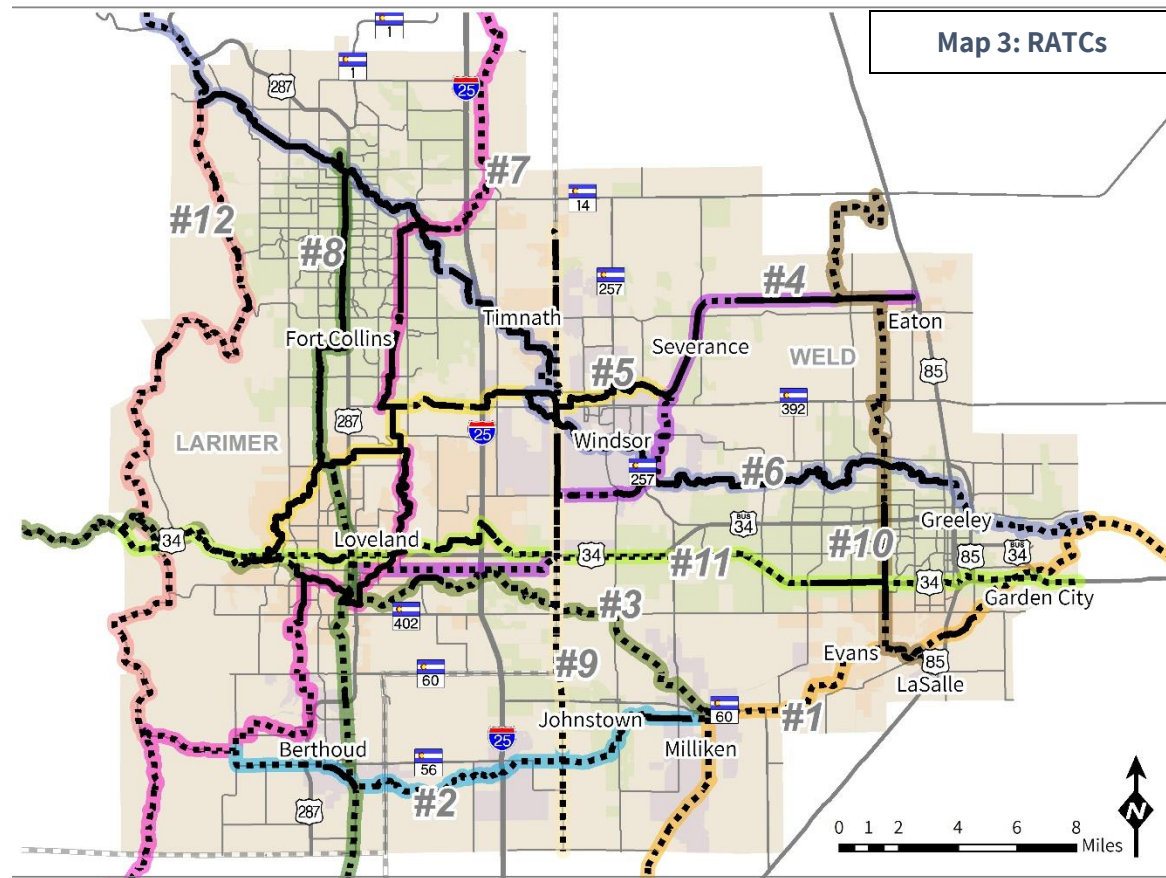




**Table 4: RATCs Names**

Corridor Number	Corridor Name
<b>1</b>	South Platte/American Discovery Trail
<b>2</b>	Little Thompson River
<b>3</b>	Big Thompson River
<b>4</b>	Great Western/Johnstown/Loveland
<b>5</b>	North Loveland/Windsor
<b>6</b>	Poudre River Trail
<b>7</b>	Front Range Trail (West)
<b>8</b>	BNSF Fort Collins/Berthoud
<b>9</b>	Johnstown/Timnath
<b>10</b>	Greeley/LaSalle
<b>11</b>	US 34 Non-motorized
<b>12</b>	Carter Lake/Horsetooth Foothills Corridor





### Legend

- |  |   |
|--|---|
| — Existing or Interim Alignment          | 6: Poudre River Trail                         |
| ..... Proposed Alignment                 | 7: Front Range Trail (West)                   |
| 1: South Platte/American Discovery Trail | 8: BNSF Fort Collins/Berthoud                 |
| 2: Little Thompson River                 | 9: Johnstown/Timnath                          |
| 3: Big Thompson River                    | 10: Eaton/LaSalle                             |
| 4: Great Western/Johnstown/Loveland      | 11: US 34 Parallel                            |
| 5: North Loveland/Windsor                | 12: Carter Lake/Horsetooth Foothills Corridor |

- County Boundary  
 NFRMPO Planning Area

June 2021  
Sources: CDOT, NFRMPO



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## **STAC Summary – May 13, 2022**

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director
  - No updates since everything is covered in the STAC agenda.
- 2) TPR and MPO Representative and Federal Partners Reports
  - Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) reported on Transportation Improvement Program (TIP) project selection, Multimodal Transportation and Mitigation Options Fund (MMOF) preparations, service cuts due to lack of drivers, Safe Streets and Roads for All (SS4A) grant preparations, Rural Surface and Transportation Grant preparations, fleet electrification grant preparations, Multimodal Project Discretionary Grant preparations, 10-Year Plan updates, ongoing and future construction projects, Title VI plan approval, budget approvals, and promotional events for transit and cycling.
  - The Federal Highway Administration (FHWA) noted to look out for the notice of funding opportunity for the Safe Streets and Roads for All grant.
- 3) Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR
  - The state legislative session has concluded. SB22-180 passed. The bill gave \$30 million to Bustang for service expansion and \$10 million to the Revitalizing Main Streets program. Burnham Yard and Front Range passenger rail also received some funds.
  - Regarding safety, the bicycle safety stop bill passed, and CDOT was able to amend language to allow local governments and CDOT to sign intersections that should not be included in the bill. A distracted driving bill died, though it got closer to passing than ever before. CDOT will be doing a request for proposals to study impaired driving due to substances other than alcohol.
  - CDOT was given roll-over authority for MMOF for the next three years.
  - On the federal level, Congress is working on a bill to address supply chain issues. The Biden administration announced updates to environmental permitting. A webinar for the Reconnecting Communities Pilot Program is upcoming. The purpose of the grant is to reconnect communities that were divided by urban redevelopment. The Multimodal Discretionary Projects Grant (MPDG) deadline is May 23rd.
- 4) Discussion on New STAC Meeting Dates – Aaron Willis, Statewide and Regional Planning Section Manager, CDOT Division of Transportation Development (DTD)
  - It is difficult for CDOT staff to prepare materials for STAC and TC due to the proximity of the two meetings. A live poll was conducted on meeting format (virtual versus in-person) and meeting day. It was agreed that STAC will meet in-person two times a year (May and October) and ten times virtually. The STAC meeting will take place on the first Thursday of the month from 8:30 am - 12:00 pm. This will go into effect in July.

### **STAC Discussion**

- In-person meetings will not have a virtual option in order to encourage attendance.
  - STAC members discussed scheduling conflicts.
- 5) Bustang Expansion – Amber Blake, Director, CDOT Division of Transit and Rail
    - Bustang service will be expanded on the I-70 and I-25 corridors starting this summer. This will be a three-year pilot program to test building and sustaining ridership.
    - In the next four years, expansion will mainly be funded by the state MMOF and SB22-180 funds. There is a funding gap starting in fiscal year 2026. CDOT is thinking about how to fill that gap.

### **STAC Discussion**

- CDOT has plans for expanding Outrider as well.



- Looking to fiscal year 2026, there are concerns about CDOT using Congestion Mitigation and Air Quality (CMAQ) funds to fill the funding gap. CDOT has included CMAQ only as a potential funding source. Also, CDOT is considering the state-designated CMAQ funds and not the CMAQ funds that go to MPOs/TPRs.
  - Bustang can be used as a mitigation for the GHG Rule. The complexity is that Bustang crosses multiple regions, but the calculations will be made.
- 6) GHG Policy Update – Rebecca White, Director, CDOT DTD
- The GHG policy directive (PD) is PD 1610.0 and will be presented next week to the Transportation Commission for adoption. The PD will establish the GHG mitigation framework.
  - Staff reviewed the content of the PD.
  - The process for developing the PD included the Interagency Consultation Team (IACT), the Air Pollution Control Division (APCD), and multiple stakeholders including STAC. Staff reviewed the feedback received from these groups.

#### STAC Discussion

- MPOs/TPRs can present their own mitigation measures.
  - There is concern that rural communities will have higher costs to meet GHG reduction goals. There is also concern about the lack of rural representation on the IACT.
  - The mitigation measures should not be an obstacle and CDOT is interested in learning about why they are viewed that way. Representation on the IACT is determined by the GHG Rule. CDOT and the five MPOs were selected as IACT members due to them being most impacted by the Rule. The GHG Rule is likely to be opened at some point and IACT membership can be discussed then.
  - CDOT is considering whether an MPO can count actions taken prior to the compliance date as mitigation credits.
- 7) SB21-260 New Enterprise Update – Darius Pakbaz, Deputy Director, CDOT DTD; Kay Kelly, Chief, CDOT Office of Innovative Mobility; Sean Hackett, Board Administrator, Colorado Department Public Health and Environment; Carrie Atiyeh, Board Administrator and Senior Program Manager, Colorado Energy Office; and Patrick Holinda, CDOT Bridge and Tunnel Enterprise
- SB21-260 established four enterprises: Nonattainment Area Air Pollution Mitigation Enterprise, Clean Transit Enterprise, Community Access Enterprise, and Clean Fleet Enterprise. Each enterprise is required to promulgate rules, publish a 10-year plan, maintain a website with a “public accountability dashboard,” and prepare an annual report. The bill also modified the Bridge Enterprise to include tunnels, creating the Statewide Bridge and Tunnel Enterprise
  - Staff reviewed the business purpose of each enterprise, governing board members, revenue streams, and supported programs.

#### STAC Discussion

- A concern was raised about MPOs/TPRs that supply fees for the Nonattainment Area Air Pollution Mitigation Enterprise but don’t receive projects. The question was whether these regions could receive GHG credits for the fees they supply. CDOT staff clarified that the Enterprise focuses on ozone while the GHG Rule focuses on GHG emissions.
  - The Department of Revenue is responsible for collecting the Nonattainment Area Air Pollution Mitigation Enterprise fees, and is the best resource for finding out fee contributions by region.
  - There was a reminder for project managers of bridges and tunnels to do due diligence with the State Historic Preservation Office when renovations are planned.
  - CDOT will follow up on a question about how the Statewide Bridge and Tunnel Enterprise may interact with the Colorado Counties, Incorporated (CCI) program for off-system bridges.
- 8) Other Business – Vince Rogalski, STAC Chair
- The next STAC meeting in June will follow the regular schedule. The above-mentioned schedule change will take place in July.