



Dedicated to protecting and improving the health and environment of the people of Colorado

**August 2022 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, September 1, 2022**

Air Pollution Control Division (Division) Updates

- The Colorado Department of Public Health and Environment (CDPHE) is seeking additional feedback on the Environmental Justice Action Task Force's third draft of recommendations that it will send to the legislature, governor, and CDPHE this fall. The Task Force's full draft recommendations are available at: https://drive.google.com/drive/folders/1xN8Pg7cpetRNST09IcS_GATv2SjXmsky. Ideas and feedback can be submitted by one of the following ways:
 - Fill out this [survey](#) to share your ideas about some key questions.
 - Download and edit the Word document of the draft recommendations available here and send edits to cdphe_ej@state.co.us.
 - Send written comments to cdphe_ej@state.co.us.
- The Division invites you to two upcoming public listening sessions on Colorado's Clean Truck rules, which will be proposed to the Air Quality Control Commission by the end of 2022. Registration is required and Spanish interpretation will be available.
 - Public Listening Session #1. This meeting will be offered in-person AND via Zoom. Wednesday, September 7 from 6:00 p.m. to 8:00 p.m. Location: The People's Building at 9995 E Colfax Ave in Aurora, CO [REGISTER TO ATTEND THE IN-PERSON MEETING HERE](#). [REGISTER TO PARTICIPATE IN ZOOM HERE](#)
 - Public Listening Session #2. This meeting will be offered via Zoom only. Saturday, October 22 from 10:00 a.m. to 11:30 a.m. [REGISTER HERE](#)
 - Additional information at <https://cdphe.colorado.gov/cleantrucking>
 - Fact Sheet: [Colorado Clean Truck Rules](#)
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts. For additional information and to subscribe to an email list, please visit <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

August 18, 2022 Air Quality Control Commission (Commission) Meeting:

- The Commission set a hearing to consider revisions to the Regional Haze State Implementation Plan (SIP) concerning the 5-year Progress Report. The EPA regulations require each state to submit a report to EPA every five years that evaluates the progress towards the reasonable progress goal for each class I area.
- Representatives of the Regional Air Quality Council briefed the Commission regarding the process by which the state conducts state implementation planning.
- Representatives from the Office of State Planning and Budgeting briefed the Commission on the process of forecasting severance taxes in Colorado.



September 15, 2022 Commission meeting:

- The Division will request that the Air Quality Control Commission set a hearing for revisions addressing the Clean Air Act (CAA) Ozone Nonattainment requirements for the 2008 and/or 2015 Ozone National Ambient Air Quality Standards (NAAQS). This would include proposed elements to Colorado's SIP and revisions to associated regulations including Regulation Number 3, Regulation Number 7, Regulation Number 21 Common Provisions, and Air Quality Standards, Designations and Emission Budgets. The Division will also request revisions addressing start-up, shut- down, and malfunction in the Common Provisions.
- The Commission will consider revisions to the Regional Haze SIP concerning the 5-year Progress Report.
- The Division will brief the Commission on an update of the major drivers of emissions tracked in the dashboard and evaluate the projections and assumptions underlying Colorado's Greenhouse Gas Inventory issued in 2021 have borne out, whether the Commission needs to take other actions to get back on track towards meeting these targets and the GHG reduction goals. The Division will also report to the Commission on the metrics developed by the Climate Equity Framework Advisory Committee to evaluate the degree to which climate regulations are promoting equity.

Commission meeting materials are available at: <https://cdphe.colorado.gov/aqcc>



State Implementation Plan Overview

Presentation to the North Front Range MPO

September 1, 2022

Mike Silverstein, Executive Director
Regional Air Quality Council



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What is the SIP?

- The SIP is all the individual parts of a State's air quality program that has been approved by the EPA
 - Developed in compliance with requirements outlined in the Clean Air Act and Federal Regulations
- Colorado's Ozone SIP is a compilation of technical analysis, administrative information, and emission control programs that includes:
 - Monitoring data, control strategies, emission inventories, attainment demonstrations and numerous other elements
 - All federally enforceable control measures and strategies adopted by the state and approved by EPA
- RAQC's part of Colorado's Ozone SIP concerns the efforts to bring the DM/NFR nonattainment area into attainment and maintenance of National Ambient Air Quality Standards (NAAQS) by the statutory deadlines



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NFRMPO Ozone SIP Overview

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What is the Process for SIP Approval?

- The RAQC Board ultimately considers the technical, policy and administrative information and approves proposed ozone SIP elements and emission control recommendations
- The ozone SIP is then considered by the Air Quality Control Commission
 - The RAQC has a prominent role in presenting and advocating for the proposed plan
- If approved by the AQCC, the ozone plan is submitted to the Colorado legislature for review, and if not amended or rejected **by bill**, the plan is submitted to the EPA for consideration/approval
 - New control measures can be implemented once approved by the AQCC
 - Once approved by EPA, the control measures become federally enforceable



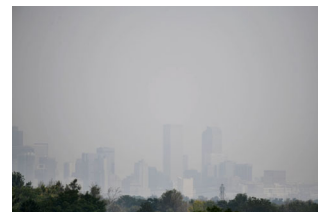
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NFRMPO Ozone SIP Overview

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What is ozone?

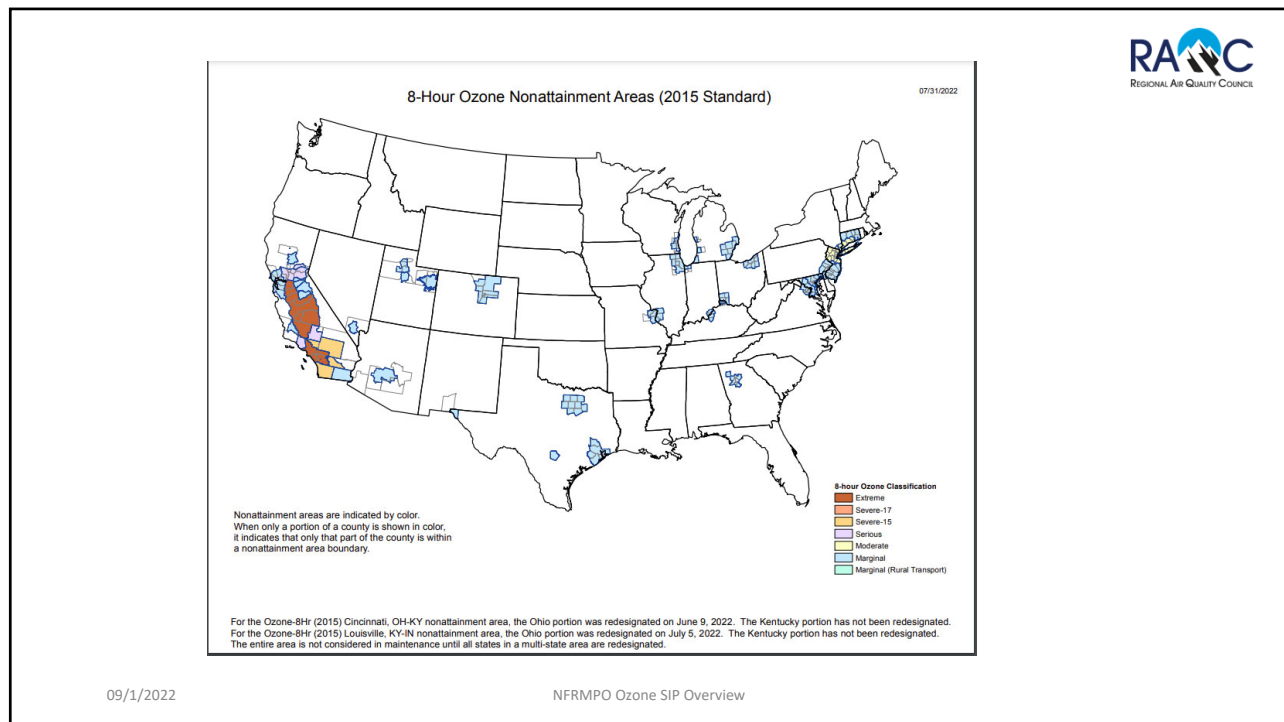
- Ozone is an **odorless, highly reactive** gas made up of three oxygen atoms
- Ozone contributes to smog or haze, which are visible phenomenon
- **Ozone itself is invisible**, and levels can still be high even without smog or haze



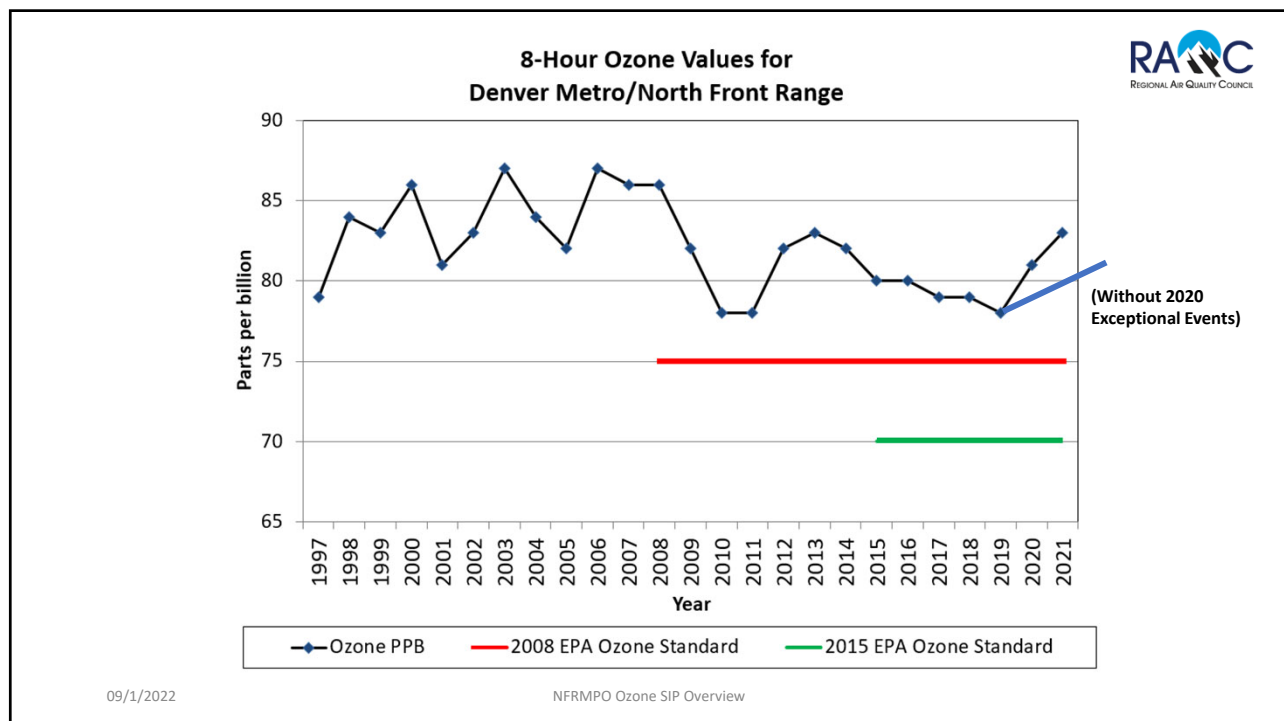
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NFRMPO Ozone SIP Overview

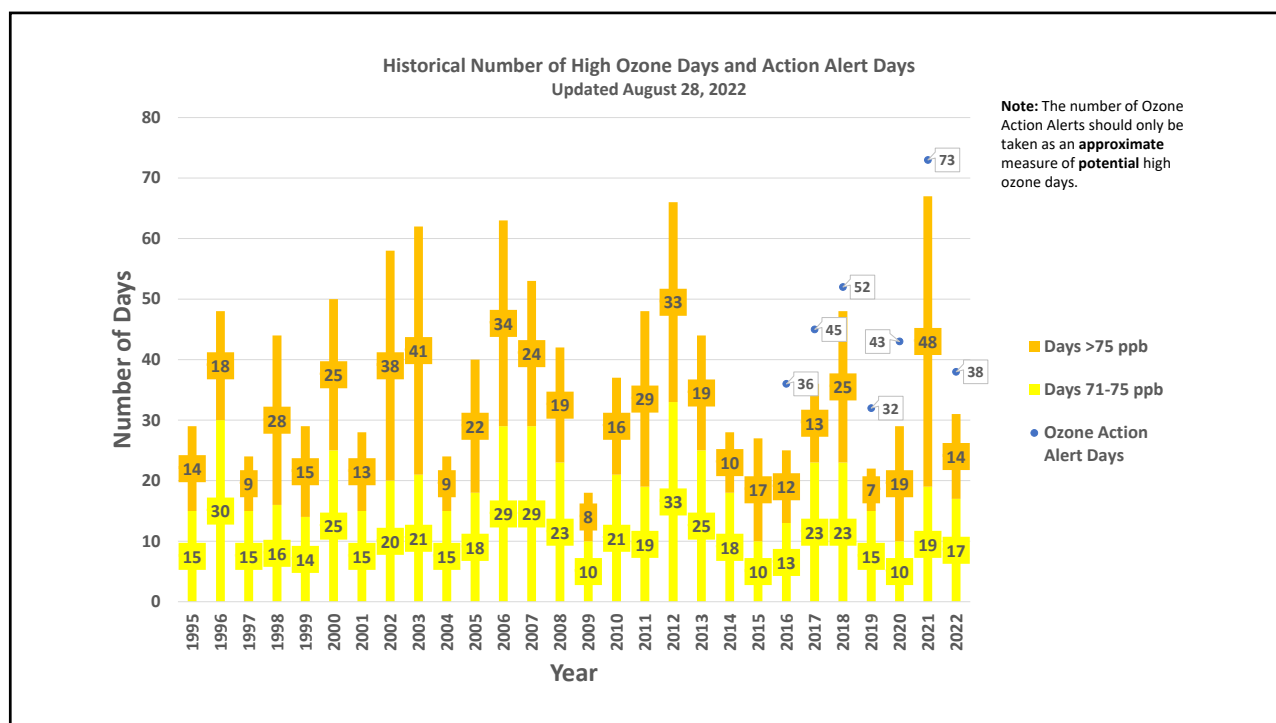
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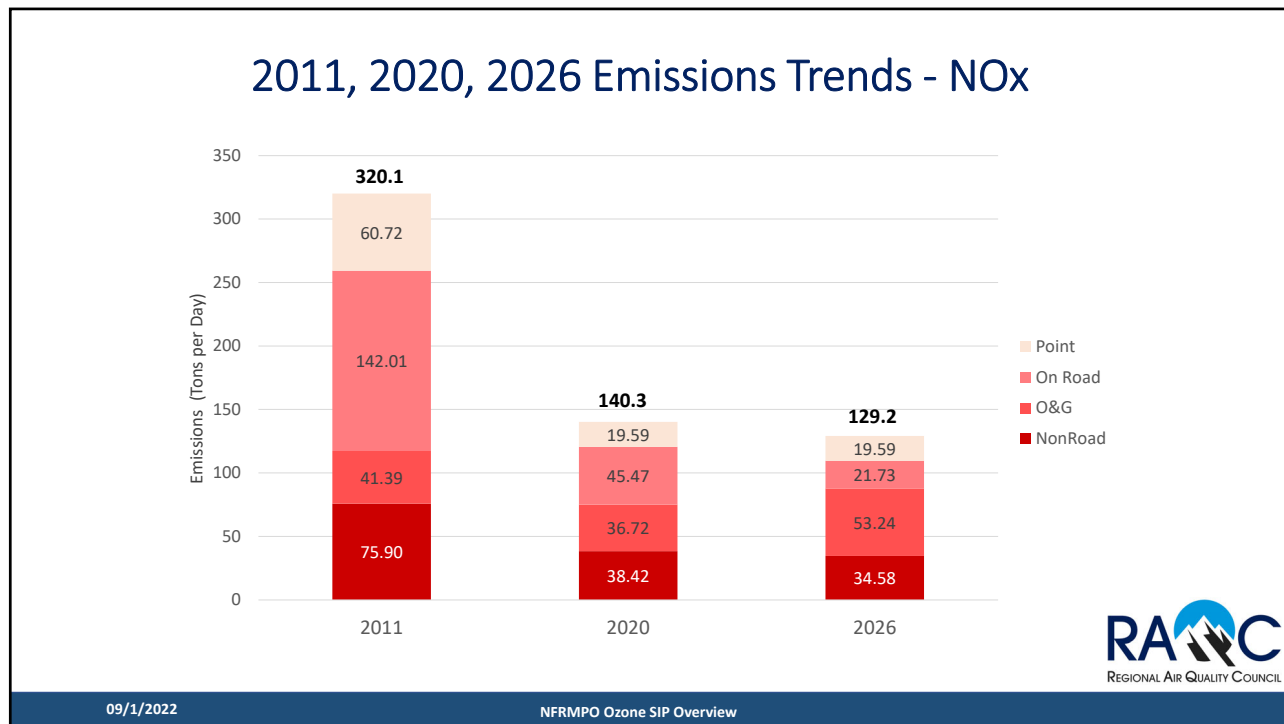


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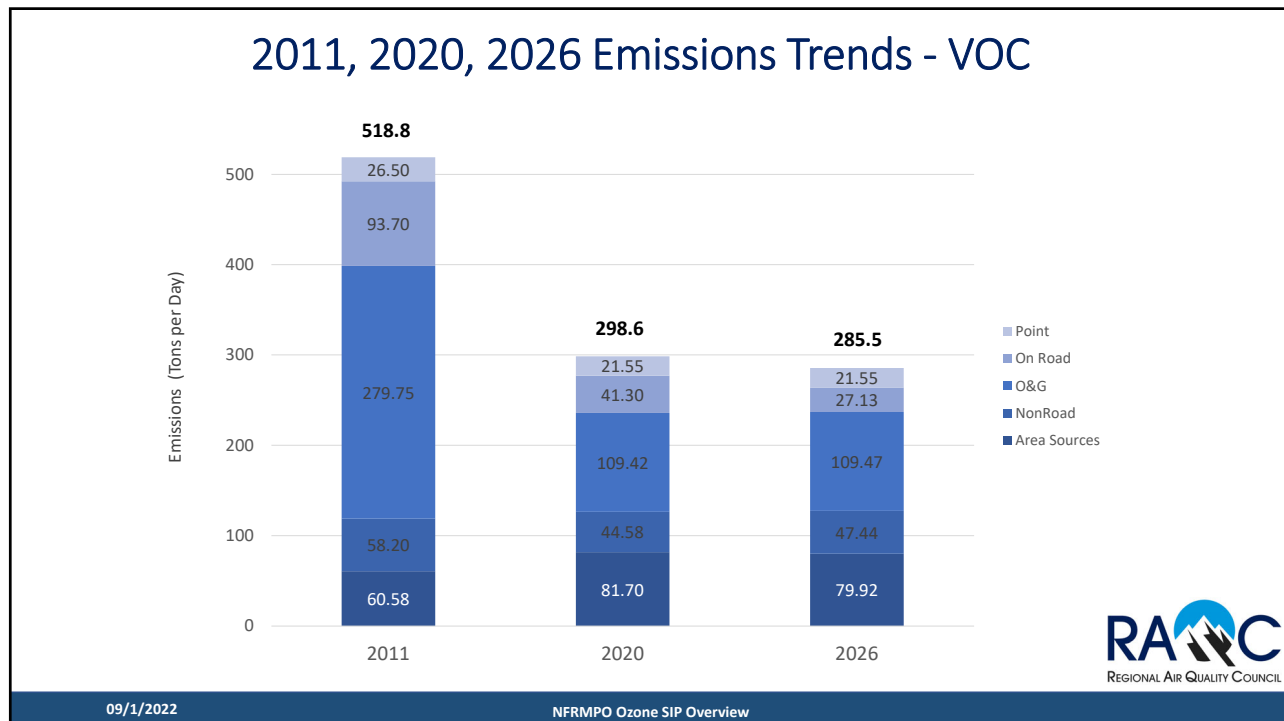
General Contribution to Front Range Summertime Ozone Concentrations

Ozone Source	Contribution	Includes
Oil & Gas	8.6 ppb	Area and point sources (operations, storage facilities, drilling, trucking and engine exhaust)
On-Road Vehicles	6.8 ppb	Light/Medium/Heavy Duty Vehicles (SUVs, cars, pickup trucks)
Non-Road Sources	5.4 ppb	Construction operations, rail/train operations, agriculture
Point Sources	5.3 ppb	Industrial sources and electricity generation
Lawn & Garden	2.5 ppb	Commercial and residential lawn and garden equipment (mowers, leaf blowers, trimmers, etc.)
Area	1.2 ppb	Personal care products, cleaning products, paints, and solvents
Background and Natural	48.6 ppb	Background ozone, transport, local fires, plant-based emissions

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Numerous Emissions Control Programs Already in Place



- New vehicle emission standards
- Vehicle inspection and maintenance program
- Gasoline and diesel fuel standards and requirements
- National small engine, non-road and off-road limits
- Industrial source permitting and emission controls
- Numerous standards for commercial solvents/paints/coatings supplies and use
- Architectural and industrial maintenance coatings and consumer products
- Oil and gas industry regulations
- Transportation planning and transit
- Public education and outreach
- Electrification of the transportation network
- Electricity generated from renewable resources

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NFRMPO Ozone SIP Overview

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Strategies Implemented Over Time

Implemented Prior to 2011	Implemented for 2017	Implemented for 2020	Implemented for 2023+
<ul style="list-style-type: none"> • Vehicle Inspection/Maintenance • Federal Engine Standards (On- and Non-Road) • 7.8 RVP Fuel Standard • Ultra Low Sulfur Diesel Standards • Stage 1 Vapor Recovery • Regulation No. 7 • Other Stationary Source Regs. • Small Business Assistance Program • Clean Air Fleets • Diesel Inspection/Maintenance • Transit and Transportation Network Improvements • Bicycle and Pedestrian Facilities • Land Use Planning and Development • Transit Measures 	<ul style="list-style-type: none"> • Tier 3 Fuel Standards • Renewable Fuel Standard Program • Regulation No. 7 Revisions • Other Stationary Source Reg. Revisions • Energy Efficiency and Renewable Energy Policies • Regional Haze SIP Provisions • Clean Air/Clean Jobs Act • EnginesOFF! Anti-Idling Measures • Charge Ahead Colorado • ALT Fuels Colorado • Mow Down Pollution • Simple Steps. Better Air. • Ozone Forecasting – Voluntary Emission Reduction Actions 	<ul style="list-style-type: none"> • Regulation No. 7 Revisions • Low VOC AIM and Consumer Products • Low/Zero Emission Vehicle Regulation Adoption • Electric Transit Infrastructure 	<ul style="list-style-type: none"> • Revisions and Expansions of Oil and Gas emissions of VOC and NOx • Regional Haze Limits Revisions • Additional Stationary Source Regulations, Nos. 3, 6, 7, 8 in Northern Weld County • Control of Consumer Products and Architectural and Industrial Maintenance Coatings expansion to Northern Weld County • Greenhouse Gas Emissions and Energy Management Program for Manufacturers • Electric Vehicle Group Purchase Programs • Denver Love My Air monitoring and messaging program • Expansion of Mow Down Pollution Program including electrification of commercial equipment • Establishment of State-Run Enterprises • Home Electrification and Electric Bicycle rebate programs • Reformulated Gasoline • 25 tpy major source threshold + LAER and Offsets

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NFRMPO Ozone SIP Overview

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Reformulated Gasoline: Overview

- Severe nonattainment areas are required to implement a summertime reformulated gasoline (RFG) standard
 - RFG summertime volatile organic compound standard of 7.4 Reid Vapor Pressure (RVP) established by the Fuel Streamlining rule finalized in December 2020
- Retail distribution of RFG is required one year after the EPA finalizes the redesignation of an area to Severe nonattainment under the 2008 Ozone NAAQS
- Analysis of regional implementation in on-road mobile sources demonstrates reductions in 2026
 - ~8.5% reduction (2.8 tpd) in emissions of VOCs
 - ~2% reduction (2.3 tpd) in emissions of NOx



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NFRMPO Ozone SIP Overview

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Proposed State Implementation Plans for DM/NFR

- Submitting two State Implementation Plans
 - Severe SIP under 2008 Ozone NAAQS of 75 ppb with July 2027 Attainment Date based on 2024-2026 monitoring data
 - Moderate SIP under 2015 Ozone NAAQS of 70 ppb with August 2024 Attainment Date based on 2021-2023 monitoring data
- Photochemical Grid Modeling demonstrates area will attain 75 ppb standard by 2026 attainment year
- Current modeling and known monitoring values indicate that the area will not attain 70 ppb standard by 2023 attainment year



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NFRMPO Ozone SIP Overview

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Modeling Results: 2026

Good and bad news:

Nonattainment area is projected to meet the 2008 NAAQS of 75 ppb, *but not the 2015 NAAQS of 70 ppb*

Station	Full Name	County	Future Year (2026) DV
CHAT	Chatfield	Douglas	68.9
RFNO	Rocky Flats	Jefferson	68.7
NREL	NREL	Jefferson	72.0
FTCW	Fort Collins West	Larimer	69.1
CAMP	CAMP	Denver	62.7
CASA	La Casa	Denver	63.5
WELB	Welby	Adams	61.9
HIGH	Highland	Arapahoe	65.4
AURE	Aurora East	Arapahoe	61.7
WELC	Welch	Jefferson	65.7
ASNP	Aspen Park	Jefferson	62.3
RMNP	Rocky Mountain NP	Larimer	62.9
FTCO	Fort Collins CSU	Larimer	63.4
WELD	Weld Co Tower	Weld	64.4



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NFRMPO Ozone SIP Overview

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Important Considerations When Developing a SIP:

- Nonattainment SIP development is an iterative process, and we take multiple “whacks at the piñata” to get it right
- EPA and CAA deadlines are rigid, which drive our SIP development schedules
- Federal requirements must be met and properly accounted for
- Countless technical, administrative, political, policy & legal issues must be considered, and we are continuously reminded of these by stakeholders



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NFRMPO Ozone SIP Overview

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Moving Forward:

- “The SIP” is just one of many tools for improving air quality
- Many program benefits are difficult to quantify, and strategies often take years to become effective and achieve reductions
- Because SIP deadlines can be very near-term, strategies can be ineffective for SIP purposes, but their implementation over time improves air quality!
- Consideration of emission control strategies will occur both within and outside of the SIP process



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NFRMPO Ozone SIP Overview

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What's Next?

- Continued efforts to identify, implement, and expand strategies to improve air quality in our communities
- Anticipate not attaining the 2015 Ozone NAAQS by 2024 and expecting the EPA to downgrade the region to Serious
- Continue iterative process of developing State Implementation Plans to address 2015 Ozone NAAQS of 70 ppb, including new strategies and contingency measures
- Engage in additional modeling analyses to develop better understanding of future ozone trends in light of more severe meteorological conditions
- Continue to engage with partners and community members



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NFRMPO Ozone SIP Overview

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Questions?

THE WAY TO MY HEART IS A BIKE LANE
LOVE COLORADO

Pack a lunch to save a trip.
#BetterAir

MOWING AFTER 5 PM IS BETTER FOR COLORADO AIR

KNOW WHEN SUMMER AIR IS SAFE FOR YOUR FAMILY

SimpleStepsBetterAir.org

msilverstein@raqc.org

RAQC
REGIONAL AIR QUALITY COUNCIL

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NFRMPO Ozone SIP Overview



Weld County Mobility Committee (WCMC)—MINUTES
August 30, 2022
1:32 p.m. – 2:52 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Kathi Sargent, Arc of Weld County
- Abdul Barzak, Town of Severance
- Janet Bedingfield, 60+ Ride
- Shirl Garcia, Carbon Valley
- Adriana Torres, Via Mobility Services
- Katelyn Rhodes, Adeo
- Nichole Seward, Weld County AAA
- Olga Marie Gonzalez, WCDPHE

NFRMPO staff: Cory Schmitt, Alex Gordon, AnnaRose Cunningham, Sheereen Ibtesam

2. Review of Agenda

3. Public Comment (2 minutes each)

None.

4. Approval of June 2022 Meeting Minutes

Bedingfield motioned to approve the June minutes. Barzak seconded the motion, and it was approved unanimously.

PRESENTATION & DISCUSSION

1) LinkNoCo Update

Gordon

Gordon gave an update on the LinkNoCo Premium Transit Analysis. Slides from the presentation can be found in the August meeting [packet](#).

ANNOUNCEMENT

2) Aging Well Transportation Work Group: Next meeting on 9/14 from 2-3pm

RIDENOCO UPDATE

Schmitt shared information on the RideNoCo Trip Discovery and Trip Scheduling/Dispatching projects, including a demo of the trip discovery tool. Bedingfield reiterated that the inclusion of human service/volunteer transportation providers in a trip planning tool is the first in the U.S. and Northern Colorado region is paving the way for this type of inclusion.

For the Trip Scheduling Steering Committee, Schmitt mentioned their role to guide the implementation of the Trip Scheduling Software component of RideNoCo by determining agency and regional tech needs, capacity and software functionality.



Schmitt shared the next steps of Phase 3 of the implementation of RideNoCo which includes working with 2 volunteer transportation software vendors to make their platforms Transactional Data Specification (TDS)-compliant as well as RideNoCo procuring RideSheet as a TDS-compliant Customer Relationship Management (CRM) platform rather than a scheduling platform at this time.

Schmitt also shared the NFRMPO plans to develop a Call for Projects to provide funding for small, non-profit transportation providers who have or adopt TDS-compliant software platforms. Also in consideration is applying for funding support for larger public and non-profit transportation providers in Northern Colorado to implement TDS-compliant software.

DISCUSSION ITEMS

3) NFRMO Bike & Ped Safety Reporter

Cunningham

Cunningham shared information about the Bike & Ped Safety Reporter Tool which can capture safety issues in the region which are not captured in crash data. Cunningham also shared how to access and use the tool, including the flyer and business cards that feature a QR code link to the mobile version of the tool. Cunningham shared the Bike & Ped Safety Reporter Dashboard to view the stats from the reporting data.

Abdul asked if there can be tweaks to the colors used on the map to improve usability and ease of access. Schmitt mentioned that there could be opportunities to host workshops with older adults and individuals with disabilities to input their concerns into the tool.

4) Severance Walk Audit

Barzak/Gordon

Gordon and Barzak gave an overview of the Severance Walk Audit facilitated by the NoCo Bike & Ped Collaborative on 8/10. An ArcGIS [StoryMap](#) was created for the event utilizing the template created by Hanna Johnson. Key themes from the Severance Walk Audit include issues with safely crossing the streets, issues with sidewalk accessibility and connectivity. A lot of improvements have been made, but there are still issues that exist including access to the park, lack of shade, wayfinding, and sidewalks. Barzak mentioned it was great to see the corridors from different perspectives and receive feedback.

Barzak mentioned the importance of folks to get out there and look at the built environment through a different lens, and that Severance is a small but growing community. WCMC members expressed interest in partnering with NoCo Bike & Ped to host more walk audits in Weld County in the future.

WORK GROUPS

5) Recruitment Working Group – all

- a. **Mission Statement:** The Recruitment Working Group will coordinate strategies and activities to increase active membership in mobility committees.
- b. **Discussion:**
 - i. Discussion about how to recruit members of the Aging Well Transportation Domain Work Group who are not currently involved in the WCMC as well as continue the work of the group following completion of the Age Friendly Action Plan.
- c. **Completed Steps:**
 - i. Make a spreadsheet of current LCMC/WCMC active and inactive members from distribution lists – Completed



d. Next Steps:

- i. Schmitt will contact Cheyenne VA about participation in both the WCMC and the Aging Well Transportation Domain Work Group.

6) Outreach and Education Working Group – all

- a. **Mission Statement:** The Outreach and Education Working Group will coordinate strategies and activities to increase awareness of transportation providers and programs in Larimer and Weld counties.
- b. **Completed Steps:**
 - i. Create shared outreach calendar
- c. **Next Steps:**
 - i. Share outreach calendar with group
 - ii. Maintain open communication about partnering at community events and doing material swaps to assist with broadcasting message and services of partner agencies.

GREELEY EVANS TRANSIT NEWS AND UPDATES

None.

WCMC MEMBER UPDATES

None.

Final Public Comment (*2 minutes each*)

None.

Next Month's Agenda Topic Suggestions

None.

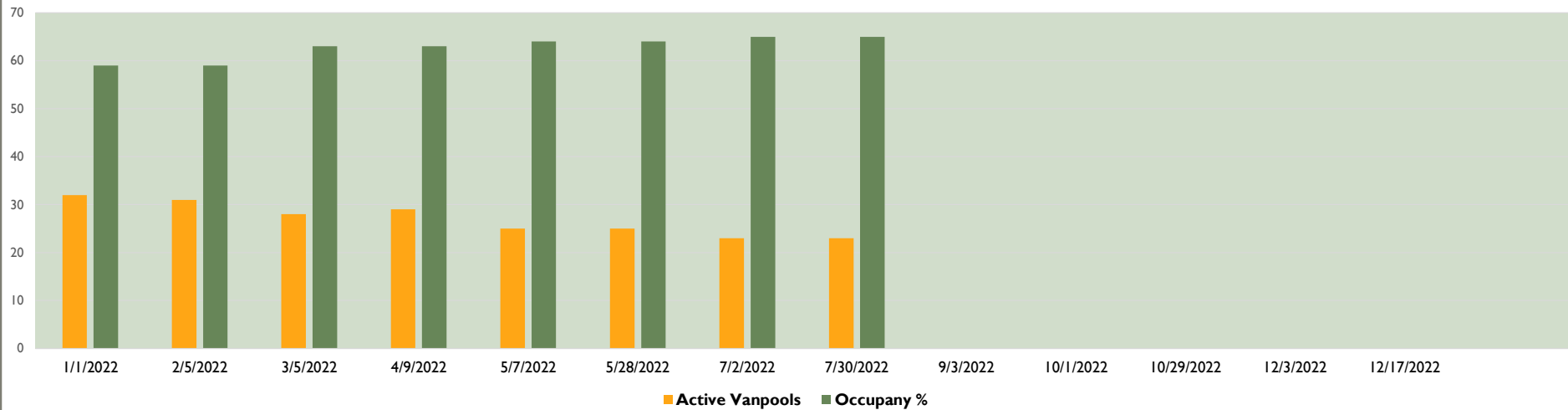
Upcoming Meetings:

1. **Next Meeting: Joint Regional Mobility Committee - October 25th, 2022– 1:00-3:30 pm**

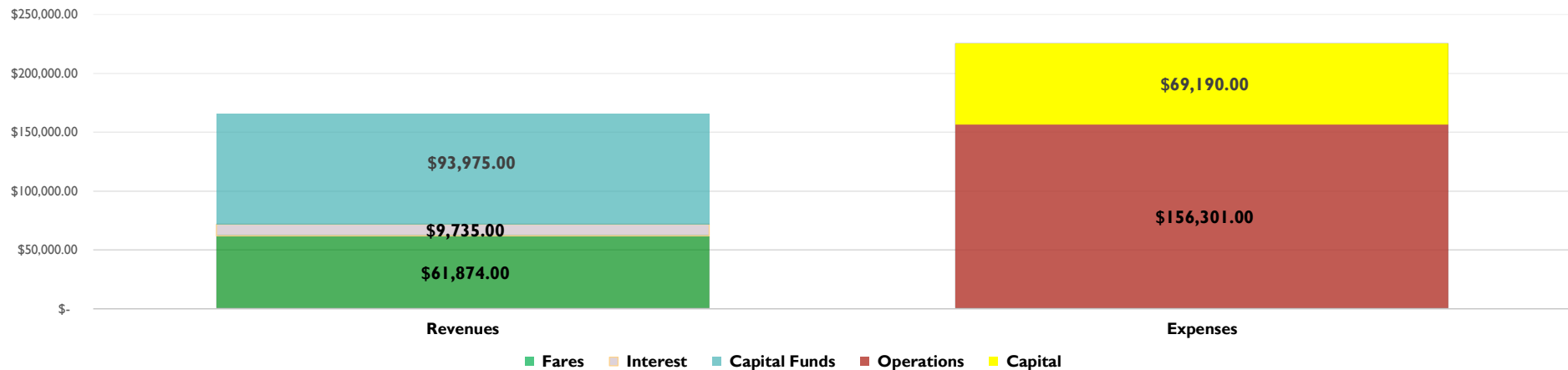
VanGo Vanpool Program 2nd Quarter Stats Year-to-Date



Active Vanpools & Occupancy Rate

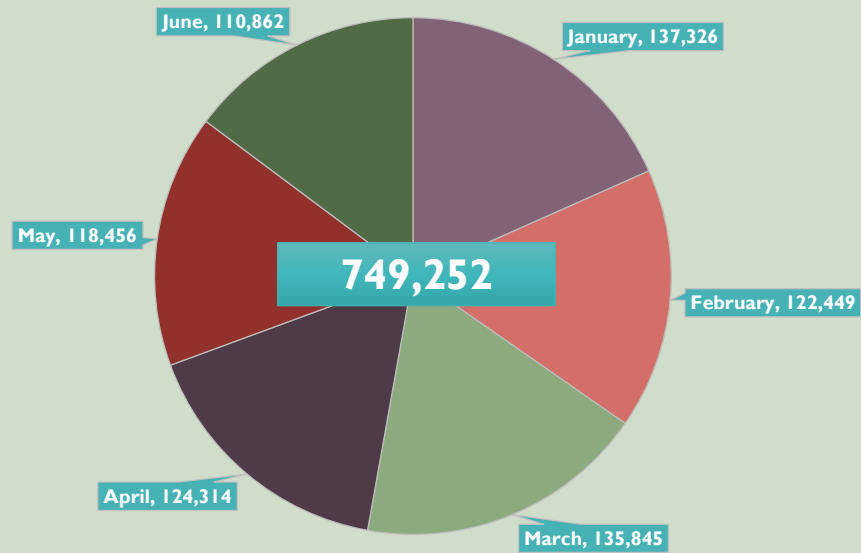


Revenue/Expenses Year-To Date

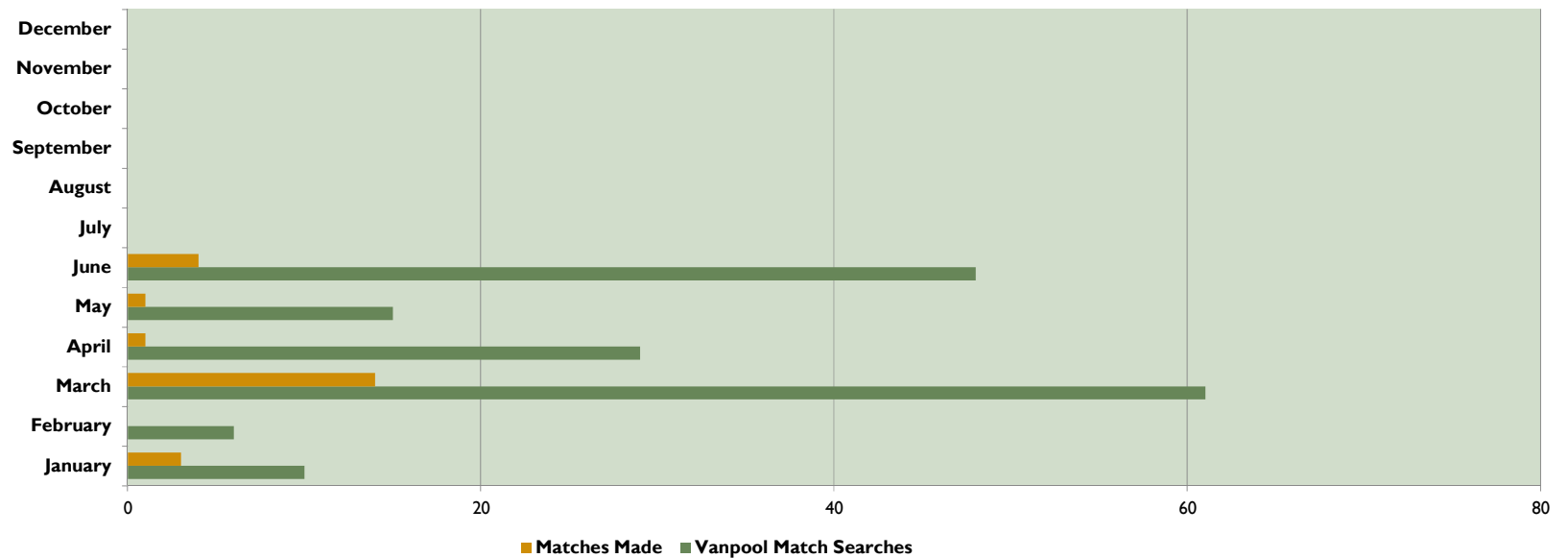


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency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

Miles Saved-Year to Date:



Match Search Tracking www.vangovanpools.org



NFRMPO GHG Transportation Report

NFRMPO Planning Council Meeting




North Front Range
Metropolitan
Planning
Organization

September 1, 2022

1

Background



North Front Range
Metropolitan
Planning
Organization

SB21-260

TC
Adoption
of GHG
Rule

Baseline
Plan

GHG
Updates

Modeling

Compliance

2

2

2045 Regional Transportation Plan (RTP)



3

What is the NFRMPO's 2045 RTP?

The *2045 RTP* provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region.

The *2045 RTP* is a fiscally-constrained corridor-based plan, rather than a project-based plan, which allows for greater flexibility in meeting future needs and considers all modes.

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2045 Regional Transportation Plan (RTP)



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How does the GHG Rule effect the NFRMPO's 2045 RTP?

The GHG Rule requires the NFRMPO to review the projects and travel model outputs within the *2045 RTP*.

Since the *2045 RTP* is a fiscally-constrained corridor-based plan, rather than a project-based plan, this allowed for greater flexibility in the program of corridor-based projects within the RTP's out-years (2030, 2040, and 2050) to achieve the GHG reductions while still maintaining the federally-required fiscal constraint.

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Comments & Questions We Have Heard



- **How was NFRMPO able to achieve reduction levels without a Mitigation Action Plan?**

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Progress Since 2045 RTP Adoption



- **2019 MMOF Call for Projects**
- **2021 CMAQ, STBG, and TA Call for Projects**
- **2022 MMOF Call for Projects**
- **COLT Route Expansion Plan**
- **Regional Mobility Hubs (I-25/US34, I-25/CO56, and US34 in Greeley)**
- **Increase in Bustang North Line frequency**
- **Increase in Work from Home rates**
- **New State and Federal legislation with additional funding for transportation in the future**



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Comments & Questions We Have Heard



- How was NFRMPO able to achieve reduction levels without a Mitigation Action Plan?
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?

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GHG Modeling Process



Modeling Year	Iterations	Strategies & Combinations Modeled
2025	1	N/A
2030	23	12
2040	9	12
2050	3	14

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Comments & Questions We Have Heard






- How was NFRMPO able to achieve reduction levels without a Mitigation Action Plan?
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?
- What changes to project mixes did NFRMPO make?

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Updated Plan

Table 2: Modeled Improvements and Funding Sources			
Category	Improvement	Funding Source	Additional Funding
Transit	Advance US34 transit service between Loveland and Greeley from 2045 to 2030	CDOT 10-Year Plan, FTA, MMOF	\$147M
Transit	Expansion of COLT's local transit network as identified in Connect Loveland by 2030	Connect Loveland, FTA, Local Funds	
Transit	Double frequency of Bustang North Line in all compliance years	CDOT 10-Year Plan	
Transit	Addition of mobility hubs and transit centers planned since 2019	CDOT 10-Year Plan, MMOF, IIJA, Local Funds	
TDM	Increase in work from home in all compliance years	MMOF, IIJA	\$40M
TDM	Development and expansion of TDM programs by 2030 and increasing scope through 2050	MMOF, IIJA	
Operations	Arterial signal timing improvements by 2030 and additional signal timing improvements through 2050	CDOT 10-Year Plan, IIJA, Local funds	\$51M
Active Transportation	Expansion of the local bicycle and pedestrian network by 2030 and increasing to 2050	IIJA, MMOF, Local Funds	\$283M
Active Transportation	Increased prevalence of e-bikes and scooters by 2030 and increasing to 2050	IIJA, MMOF, Local Funds	



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Comments & Questions We Have Heard



- How was NFRMPO able to achieve reduction levels without a Mitigation Action Plan?
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?
- What changes to project mixes did NFRMPO make?
- Is the NFRMPO's RTDM reliable in predicting the GHG reduction levels?

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Modeling Summary/Baseline

Table 3: NFRMPO Modeling Summary, Baseline Plan

	2025	2030	2040	2050
Socioeconomic Data				
Population	583,439	651,400	792,208	950,460
Households	236,778	267,658	329,315	398,410
Employment	327,944	357,129	416,833	494,949
Lane Miles by Roadway Type				
Interstate	146	146	146	146
Expressway	210	210	210	210
Principal Arterial	674	697	752	752
Minor Arterial	775	784	838	848
Collector	1,199	1,207	1,236	1,236
Ramp	18	18	18	18
Frontage Road	46	45	45	45
Centroid Connector	1,332	1,331	1,329	1,329
Total Lane Miles	4,400	4,439	4,574	4,584
Person Trip Mode Share				
Single occupancy in auto	45.3%	45.3%	45.5%	45.7%
Shared ride in auto	43.4%	43.6%	43.9%	44.1%
Walk	7.8%	7.7%	7.3%	7.1%
Bicycle	2.9%	2.9%	2.7%	2.7%
Transit	0.5%	0.5%	0.6%	0.5%
Other non-vehicle *	0.0%	0.0%	0.0%	0.0%
Total Daily Trips	3,437,924	3,813,606	4,589,295	5,473,974
Vehicle and Transit Data – Typical Weekday				
Vehicle Miles Traveled (VMT)	14,450,986	16,158,176	19,900,362	24,021,474
VMT per capita	24.8	24.8	25.1	27.6
Average vehicle speed (mph)	35.2	33.9	30.6	28.8
Average vehicle trip length (mi)	6.9	7.0	7.1	7.8
Vehicle Hours Traveled (VHT)	410,008	477,262	650,464	832,714
Hours of vehicle delay	56,496	79,633	151,892	223,970
Transit trips (linked)	18,650	20,302	25,380	29,888

Source: NFRMPO 2015 Regional Travel Demand Model, 2010 Land Use Allocation Model
 * Other non-vehicle includes the Reduced Drive Alone trips using the TDM tool.

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Table 4: NFRMPO Modeling Summary, Updated Plan				
	2025	2030	2040	2050
Socioeconomic Data				
Population	583,439	651,400	792,208	950,460
Households	236,778	267,658	329,315	398,410
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Lane Miles by Roadway Type				
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Ramp	18	18	18	18
Frontage Road	46	45	45	45
Centroid Connector	1,332	1,331	1,329	1,329
Total Lane Miles	4,400	4,439	4,574	4,574
Person Trip Mode Share				
Single occupancy in auto	43.3%	41.0%	40.9%	40.5%
Shared ride in auto	45.3%	43.1%	43.5%	43.1%
Walk	8.0%	10.7%	10.2%	10.7%
Bicycle	2.8%	4.5%	4.3%	4.5%
Transit	0.5%	0.6%	0.6%	0.7%
Other non-vehicle	0.0%	0.1%	0.4%	0.4%
Total Daily Trips	3,439,640	3,812,451	4,586,540	5,481,842
Vehicle and Transit Data – Typical Weekday				
Vehicle Miles Traveled (VMT)	14,059,340	15,159,963	18,557,721	22,611,051
VMT per capita	24.1	23.3	23.4	24.4
Average vehicle speed (mph)	35.5	34.8	31.9	30.0
Average vehicle trip length (mi)	6.9	7.0	7.2	7.5
Vehicle Hours Traveled (VHT)	395,731	435,019	582,166	672,543
Hours of vehicle delay	51,920	64,598	121,088	164,134
Transit trips (linked)	18,528	23,754	29,561	35,583
Source: NFRMPO 2015 Regional Travel Demand Model, 2010 Land Use Allocation Model				
* Other non-vehicle includes the Reduced Drive Alone trips using the TDM tool.				

Table 5: NFRMPO Modeling Summary, Comparison of Baseline to Updated Plan				
	2025	2030	2040	2050
Person Trip Mode Share (Percentage Point difference)				
Single occupancy in auto	- 2.0%	- 4.3%	- 4.6%	- 5.2%
Shared ride in auto	1.9%	- 0.5%	-0.4%	- 1.0%
Walk	0.2%	3.0%	2.9%	3.6%
Bicycle	- 0.1%	1.6%	1.6%	1.8%
Transit	0.0%	0.1%	0.0%	0.2%
Other non-vehicle	0.0%	0.1%	0.4%	0.4%
Vehicle and Transit Data – Typical Weekday (Percent change)				
Vehicle Miles Traveled	- 2.7%	- 6.2%	- 6.8%	- 5.9%
VMT per capita	- 2.8%	- 6.1%	- 6.8%	- 11.6%
Average vehicle speed (mph)	0.9%	2.7%	4.3%	4.2%
Vehicle Hours Traveled (VHT)	- 3.5%	- 8.9%	- 10.5%	- 19.2%
Hours of vehicle delay	- 8.1%	- 18.9%	- 20.3%	- 26.8%
Transit trips (linked)	- 0.7%	17.0%	16.5%	19.1%

Comments & Questions We Have Heard



- How was NFRMPO able to achieve reduction levels without a Mitigation Action Plan?
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?
- What changes to project mixes did NFRMPO make?
- Is the NFRMPO's RTDM reliable in predicting the GHG reduction levels?
- **Perception that NFRMPO does not care about air quality.**

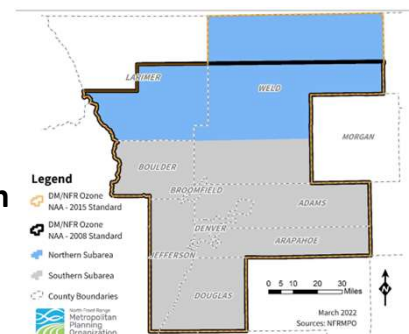
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NFRMPO and Air Quality



- NFRMPO is the lead planning agency for Carbon Monoxide (CO) within the North Front Range and is responsible for conducting conformity determinations for all NAAQS pollutants for which the region is not in attainment.
- NFRMPO is responsible for determining conformity with the State Implementation Plan (SIP) for ozone and CO per the federally prescribed transportation conformity process for nonattainment areas.
- NFRMPO conducts air quality conformity determinations on the RTP and TIP to determine conformance.



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NFRMPO GHG Emissions Analysis



Table 1: GHG Emissions Results, Million Metric Tons (MMT) per Year

	2025	2030	2040	2050
Baseline Plan: 2045 RTP, 2019	1.73	1.60	1.22	0.82
Updated Plan: 2045 RTP, 2022 Update	1.68	1.48	1.11	0.72
Reduction	0.05	0.12	0.11	0.11
Required GHG Reduction Level	0.04	0.12	0.11	0.07
Pass/Fail	PASS	PASS	PASS	PASS

* Some numbers in this chart may not add correctly due to rounding.

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Public Participation Schedule








Task	Date
Call for Amendments from member communities	January/February 2022
Multimodal Data Request	
Model runs	February 2022 to July 2022
MOVES runs	
Plan Development	Summer 2022
30-Day Public Comment Period on RTP Update & GHG Transportation Report	August 19-September 17, 2022
TAC and Council Discussions	July-September 2022
TC Workshop/Meeting Adoption	September 14 & 15, 2022
NFRMPO Council Adoption	October 6, 2022




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Next Steps			
19	Task	Date	
	Travel Demand Model Update	January/February 2023	
	Multimodal Data Requests Completed		
	Model runs	Winter 2023	
	MOVES runs	Spring 2023	
	2050 RTP and GHG Transportation Report Finalization	Summer 2022-Summer 2023	
	30 Day Public Comment Period on 2050 RTP Update & GHG Transportation Report	July-August 2023	
	TAC and Council Discussions	June-August 2023	
	TC Workshop/Meeting Adoption	August 2023	
	NFRMPO Council Adoption	September 7, 2023	

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NFRMPO GHG Contacts



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<https://nfrmpo.org/air-quality/ghg-rulemaking/>

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COLORADO

Department of Transportation

Region 4

10601 10th Street
Greeley, CO 80634-9000

September 2022

North I-25 Construction Update

Segments 7&8 (CO 402 to CO 14)

- **Notable Construction Activities from August 2022**

- Large Traffic Switch: I-25 SB from Prospect to Harmony.
 - This gets traffic off of quickly deteriorating old pavement and onto new concrete for a temporary head-to-head configuration on new northbound lanes. This opens up a work area to complete the new southbound I-25 from Prospect to CO 392.
- Completed the canopy on the new northbound I-25 side of the Centerra-Loveland Mobility Hub. The platform was also paved and the bus shelter is currently in construction.
- Completed the installation of underground features (conduit, light foundations, drainage pipe, etc) for the Kendall Park-and-Ride and drives as well as road base placement. Will begin asphalt paving shortly (currently scheduled Sept 16).
- Completed the placement of both aesthetic arches on the US 34 bridge over I-25.

- **Upcoming Work in September 2022**

- Northbound traffic switch between US 34 and Crossroads Blvd. - September 15th (overnight)
- Southbound Rocky Mountain to westbound US 34 turn pocket closed for reconstruction: September 6th through September 23rd.
- Demolish existing southbound I-25 over GWRR bridge: Scheduled to begin September 8th.
- Targeting to overlay all of US 34 (Fall River to Centerra) by end of September. This is completely dependent on nighttime temperatures to allow asphalt paving.

Segments 6 (CO 56 to CO 402)

- **I-25 Mainline Updates**

- Southbound Phase 2 Mainline Concrete Pavement: Ongoing
- Rehabilitated GWRR Bridge
- WCR46 & LCR14 Bridges: Ongoing
- Preparing for Mainline Traffic Switch (Targeting Thursday 9/2/22)



- Head-to-head Northbound/Southbound traffic from CO 56 to LCR 14.
 - Improved shoulder width for upcoming head-to-head traffic switch.
- Once traffic is switched, northbound concrete pavement and bridges will Start (Phase 3).
- **I-25 CO 56 Interchange Updates**
 - Southbound CO 56 off-ramp and on-ramp: Opened
 - Southbound pavement open to southbound traffic
 - CO 56 Park-n-Ride: Paved
 - Working to stripe parking lot and partially open to Park-n-Ride commuters soon
 - Median bus slip ramp pavement: Ongoing
- **I-25/CO 60 Interchange Updates**
 - Monument walls
 - Embankment, asphalt paving, and curb & gutter: Ongoing
 - Southern bridge: Ongoing
 - Preparing for 21-day closure
 - Sequential closure of ramps and CO 60 throughout the 21-days.
- **I-25/LCR16 Interchange**
 - Bridge & pavement construction: Ongoing
 - Design for new southbound on-ramp: Ongoing

I-25 & WCR 34 Emergency Bridge Repair

- Installation of protective netting on the two damaged girders has been completed.
- Placement of temporary concrete barrier has been placed restricting traffic to the westbound direction only over the bridge.
- Milling and paving of one lane I-25 beneath the bridge has been completed with the remaining lane scheduled for the night of 8/30 weather permitting.
- Temporary striping and installation of traffic control devices for the interim detour is underway. CDOT is in the process of meeting with contractors to obtain feedback and prepare for soliciting bids on the permanent repairs.
- CDOT has retained a design consultant to support Staff Bridge with the development of permanent repairs.
- CDOT's Staff Bridge has performed several inspections and analyses of the damaged existing bridge.
- A bridge monitoring plan has been developed and implemented.
- Targeting to open WCR 34 on Tuesday, September 6th (assuming traffic signs arrive as scheduled and installation goes well for Maintenance).

If you have any questions related to North I-25 construction, please reach out to Josie Hadley, CDOT Region 4 Planning Manager at josie.hadley@state.co.us.

