

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
November 3, 2022

<u>In-Person Attendance Option</u> Public Works Administration Building 2525 W. 1 st Street Loveland, CO 80537	<u>Virtual Attendance Option</u> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: https://bit.ly/2022NFRPC
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – October 6 2022 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | |
|--|--|
| 3) Air Pollution Control Division (APCD) (Page 13) | (Written) |
| 4) Regional Air Quality Council (RAQC) | (Handout) |
| 5) NFRMPO Air Quality Program Updates (Page 15) | Medora Bornhoft - Transportation & Air Quality Planner III |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|---|---|------|
| 6) Report of the Chair | | |
| • Reminder for December meeting: election of officers & executive session for Executive Director evaluation | Will Karspeck - Council Chair, Town of Berthoud | 6:05 |
| 7) Executive Director Report | | |
| • CTIO coordination | Suzette Mallette - Executive Director | 6:10 |
| 8) TAC (Page 16) | (Written) | |
| 9) Mobility | (Handout) | |
| 10) Finance (Page 17) | (Written) | |
| 11) Community Advisory Committee (CAC) (Page 19) | (Written) | |
| 12) Q3 2022 TIP Modifications (Page 20) | (Written) | |

CONSENT AGENDA:

- | | | |
|--|---|------|
| 13) FY2022 TIP Delay Review Resolution 2022-30 (Page 33) | AnnaRose Cunningham - Transportation Planner II | 6:15 |
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ACTION ITEMS:

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| 14) Link NoCo Study Recommendations Resolution 2022-31 (Page 37) | Alex Gordon - Transportation Planner III | 6:20 |
| 15) Records Retention Policy (Page 55) | Suzette Mallette | 6:25 |
| 16) NFRMPO FY2023 Budget Amendment #1 Resolution 2022-32 (Page 56) | Suzette Mallette | 6:30 |



DISCUSSION ITEMS:

- | | | |
|---|---|------|
| 17) 2022 Public Involvement Plan (PIP) <i>(Page 59)</i> | AnnaRose Cunningham - Transportation Planner II | 6:40 |
| 18) NFRMPO Transportation Demand Management (TDM) Plan <i>(Page 65)</i> | Alex Gordon | 6:50 |

COUNCIL REPORTS:

- | | | |
|---|---|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | 7:05 |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| STAC Report <i>(Page 72)</i> | (Written) | |
| Colorado Transportation Investment Office (CTIO) | (Handout) | |
| I-25 Coalition | Scott James – Council Vice Chair, Weld County Commissioner | |
| US34 Coalition | Scott James | |
| Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | Kristin Stephens – Larimer County Commissioner | |
| Front Range Passenger Rail District | Will Karspeck
Johnny Olson – City of Greeley Councilmember | |
| Host Council Member Report | Jon Mallo – City of Loveland Councilmember | 7:15 |

MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 7:20 |
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MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Mike Grace, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

Alternate- TBD

City of Fort Collins

Jeni Arndt, Mayor

Alternate- Tricia Canonico, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

John Mallo, Councilmember

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

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

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

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

**October 6, 2022
Hybrid Meeting**

Voting Members Present:

Will Karspeck -Chair	-Berthoud
Scott James – Vice Chair	-Weld County
Jeni Arndt	-Fort Collins
Elizabeth Austin	-Milliken
Frank Baszler	-Severance
Mark Clark	-Evans
Paula Cochran	-LaSalle
Jessica Ferko	-APCD
Liz Heid	-Eaton
Jon Mallo	-Loveland
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Kathleen Bracke	-Transportation Commission
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor

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; **Sheereen Ibtesam**, Outreach Specialist

In Attendance: Dan Betts; Rich Christy; James Eussen; Omar Herrera; Myron Hora; Mark Jackson; Bhooshan Karnik; Dean Klingner; Katrina Klobdanz; Matt LeCerf; Deanna McIntosh; Heather Paddock; Carla Perez; Evan Pinkham; Chris Proud; Elizabeth Relford; Jan Rowe; Robin Stoneman; Steve Teets; Paul Trombino; Edwin Wayne-Grant; Troy White

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

Public Comment:

Steve Teets, resident of the City of Greeley, requested an option for the Colorado Wyoming Transit Feasibility survey option for individuals that do not use computers. Teets expressed support for the upcoming Bustang service from Sterling to Greeley and Denver and stated it should also connect to Loveland and the VA Clinic. Teets noted the region needs to do more to address air quality issues.

Edwin Wayne-Grant, resident of the City of Greeley, expressed concerns about vehicle registration processes and transportation service options and funding for veterans.

Move to Approve Agenda and Minutes

James **moved** to *APPROVE THE OCTOBER 6, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

Stephens **moved** to *APPROVE THE SEPTEMBER 1, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

Public Hearing

Chair Karspeck opened the Public Hearing at 6:08 p.m.

Air Quality Conformity for the 2045 Regional Transportation Plan (RTP) 2022 Update

Karasko 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 2045 RTP 2022 Update and the FY2023-2026 Transportation Improvement Program (TIP) with federal and state air quality laws and regulations before federal-aid transportation projects may proceed. The 2045 RTP 2022 Update and FY2023-2026 TIP meet all conformity criteria and all planning requirements. This conformity determination also meets the requirements of a new conformity determination being completed following the expansion of the Northern Subarea of the Ozone Nonattainment area to include all of Weld County. No comments were received from the public on the Conformity documents during the public comment period, which opened on August 26, 2022 and closed on September 25, 2022.

Steve Teets, resident of the City of Greeley, requested more information on the 2045 RTP 2022 Update. Teets asked if the region was still able to receive Federal transportation funding for older adults and individuals with disabilities as well as for air quality projects.

Chair Karspeck closed the Public Hearing at 6:12 p.m.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Karasko stated there will be a Public Hearing on the new State Implementation Plan (SIP) at the Air Quality Control Commission (AQCC) meeting on December 14.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

No reports this month

HR Committee Report– Clark stated Director Mallette’s annual evaluation will be distributed on October 17. Once the survey closes the HR Committee will meet with Employers Council and will be presented to Planning Council at the December 1 meeting.

Executive Director Report

Mallette noted the Public Involvement Plan (PIP) will be open for public comment through November 5 with the Planning Council scheduled to discuss the Draft PIP at their meeting in November. Mallette directed Council to the Public Comment page on the NFRMPO website for information about all public comment

opportunities and noted the Colorado Wyoming Transit Feasibility Study online open house will be open through October 17.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

VanGo™ Dashboard

A written report was provided.

PRESENTATION

Cory Schmitt, NFRMPO Mobility Manager, outlined the vision and phases of the RideNoCo program, the One Call/One Click Center that was approved by Planning Council in January 2020. Phase 1 of the program was the call center and website which were rolled out in 2021. Phase 2 is the development of a trip discovery tool, and phase 3 is a trip scheduling tool. Schmitt outlined the components of the trip discovery tool which includes volunteer transportation along with transit providers and is the first tool of its kind to integrate these two options.

James asked what the requirements for software are for providers. Schmitt noted a GTFS database, which is a way to standardize data across providers, is the only requirements. Stephens noted support for the project and verified there is a phone number as well as the website. Schmitt stated the call center is open Monday-Friday from 8 a.m. to 5 p.m.

CONSENT AGENDA:

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

- VanGo™ Policy Changes
- Air Quality Conformity

ACTION ITEMS:

NFRMPO Greenhouse Gas (GHG) Transportation Report

Karasko stated the NFRMPO was required by the Colorado Department of Transportation (CDOT) to complete a GHG Transportation Report to demonstrate the 2045 RTP 2022 Update was in compliance with the GHG Transportation Planning standard. The Report was open for public comment from August 19 through September 17 with three comments being received during that time and were incorporated into the report as applicable. The CDOT Transportation Commission approved the NFRMPO GHG Transportation Report at their meeting on September 15.

Stephens **moved** to approve the *NFRMPO GREENHOUSE GAS (GHG) TRANSPORTATION REPORT, RESOLUTION NO. 2022-28* as presented. The motion was **seconded** by James and **passed** unanimously.

2045 Regional Transportation Plan (RTP) 2022 Update

Karasko stated the update to the 2045 RTP was completed to comply with the GHG Planning Standard in tandem with the GHG Transportation Report. The 30-day public comment period was open from August 19 through September 17 with no comments being received during that time.

James **moved** to approve the *2045 REGIONAL TRANSPORTATION PLAN (RTP) 2022 UPDATE, RESOLUTION NO. 2022-29*. The motion was **seconded** by Stephens and **passed** unanimously.

DISCUSSION ITEMS:

FY2022 TIP Delay Review

Cunningham outlined the purpose and process of the TIP Delay Review, stating there were six projects subject to the FY2022 TIP Delay review. One project met the required milestone and five projects experienced delays. Four of the delayed projects are requesting their first one-year extension, which may be approved by the Technical Advisory Committee, and one project from the Town of Johnstown is requesting a third one-year extension, which must be approved by Planning Council. Troy White, Johnstown Public Works Director, stated the project has been delayed due to the discovery of an endangered species during the environmental review, leading to a realignment of the project being required and a new environmental review needing to be conducted. The Town anticipates the project will go to advertisement in November 2022. The Council expressed support for granting the extension.

LinkNoCo Study Recommendations

Gordon outlined the vision and the background of the LinkNoCo Study, the NFRMPO premium transit analysis, and introduced Chris Proud, HDR, the consultant on the project. Proud detailed the process of the study and reviewed the recommendations included in the final report. The three recommended corridors are Greeley to Loveland via US34; Windsor to Loveland via WCR 17 and US34; and Fort Collins to Greeley via the Great Western Railway. The study outlined possible infrastructure upgrades to these corridors to accommodate new transit service, possible Intergovernmental Agreement (IGA) options, and funding opportunities with each potential option.

Baszler asked for details on how stop placements were chosen and what other types of transportation options, including local transit service, would be available around the potential stops. Proud stated the proposed stops have been suggested due to the current and future land use as well as attractions including existing and future park and rides or mobility hubs. The stop locations were chosen based on those factors and noted each stop may attract different types of users.

James asked if the study gave consideration and recommendations to right of way requirements, noting that was one of the original questions going into the study. Proud stated the first step in the process was to prioritize and narrow down the corridors, questions about right of way and specific locational improvements could be addressed in the next phase of the study. James asked what is prohibiting service from being deployed right now. Proud stated the recommendation is to begin transit service as soon as possible noting there is demand for it at the current time, but that funding and specific improvements would need to be made to make the service more reliable and continue to build ridership.

The Council asked for details about infrastructure and operating costs, fare structure and sensitivity. Proud stated initial cost estimates are included in the report, fare structure and sensitivity were not analyzed but could be included in the next phase of the study. Gordon noted the three local transit agencies have begun discussing fare consistency in the region.

Records Retention Policy

Mallette noted the NFRMPO has not previously had a formal Record Retention Policy. The recommended policy which details the length of time different materials and documentation must be retained was drafted by the MPO attorneys based on State guidance.

COUNCIL REPORTS:

Transportation Commission – Bracke provided Mallette an update stating GHG Transportation Reports for the NFRMPO, DRCOG, and CDOT were all adopted and approved by the State.

CDOT R4 Update – Paddock outlined the construction updates in the region. The diverging diamond interchange at SH60 and I-25 is partially opened with construction to be completed soon. The northbound section of I-25 between US34 and Crossroads opened which has improved safety. The parking lot at the mobility hub at Kendal Parkway has been paved. The US34 interchange may not be complete before spring. The Transportation Commission will do a tour of I-25 segments two through eight. Through the 10-Year plan the TC has committed to fully funding I-25 Segment 5 and is still evaluating risks on the concessionaire.

STAC Report – A written report was included.

I-25 Coalition – James stated Paddock covered all the updates provided at the I-25 Coalition.

US34 Coalition – James reported the US34 Coalition discussed the premium transit analysis and discussed pursuing a transportation management organization (TMO) designation along US34 from Estes Park through to Kersey.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated an overview of the gap analysis was presented to the Enterprise outlining funding sources and where the NAAPME may fill in gaps in funding. A presentation on bus rapid transit (BRT) in the Denver Metro area was given to the Enterprise. Stephens stated the revenue received from the retail delivery fee is currently around \$263K, the rideshare dollars come in on a quarterly bases and should be reported out after the beginning of the year.

Front Range Passenger Rail District – Karspeck stated the district passed its bylaws at the previous meeting, an interview committee has been created to bring on a General Manager, and there will be a 2-day retreat on December 8-9.

Host Council Member Report – James outlined the financial position of the county and provided updates on the roundabout projects currently being completed in Weld County with various partners.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 7:39 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff



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

October 2022 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, November 3, 2022

Air Pollution Control Division (Division) Updates

- The Division recently held a public listening session on Colorado's Clean Truck rules, which will be proposed to the Air Quality Control Commission by the end of 2022. Additional information and a recording of the listening session is available at <https://cdphe.colorado.gov/cleantrucking>
- 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>.

October 18-19, 2022 Air Quality Control Commission (Commission) meeting:

- Commission meeting materials are available at: <https://cdphe.colorado.gov/agcc>
- The Commission Administrator presented the final draft of the Annual Report to the Public and received the Commission's approval of the report for publication and distribution.
- The Division, National Park Service, and the EPA continue to work collaboratively to reduce nitrogen deposition in Rocky Mountain National Park (RMNP). The agencies updated the Commission regarding the history of the RMNP initiative, data trends, and progress in achieving milestones.
- The Division presented the 2022 ozone monitoring data and report on any exceedances or violations of the current ozone standard.
- Representatives from the Division briefed the Commission on the Division's flyover study of oil and gas fields.
- Representatives of the Colorado Energy Office briefed the Commission on the Building Performance Standards Task Force.

November 16-18, 2022 Commission Meeting

- The Commission will consider projected costs for the Smoke Management Program.
- Per Regulation 22, Section II.D.3., the Division will brief the commission regarding its final determination concerning greenhouse gas Best Available Emission Control Technology, Energy Best Management Practices and associated analyses for all emission units included in the audit scope as well as the Division's final determination with respect to GCC's Regulation 22, Part B, Section II.C. audit report. The Division will discuss the public meeting held and comments received. The Commission may approve the determination or return it to the Division for further analysis.

- The Commission will consider revisions to Regulation Number 22 establishing a recovered methane protocol and establishing a greenhouse gas crediting and tracking system in response to SB21-264.

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: November 3, 2022

Re: NFRMPO Air Quality Program Updates

Background

EPA's Ozone Reclassification

The EPA's reclassification of the Denver Metro/North Front Range (DM/NFR) ozone Nonattainment Area to "Severe" for the 2008 ozone standard of 75 parts per billion (ppb) and "Moderate" for the 2015 ozone standard of 70 ppb is taking effect on November 7, 2022. The EPA proposed the reclassifications in April and finalized them in mid-September. The reclassifications are due to failure to attain the ozone standards by the deadlines set in the Clean Air Act. The final rules on the reclassifications are available at [federalregister.gov/a/2022-20458](https://www.federalregister.gov/a/2022-20458) for the 2008 ozone standard and [federalregister.gov/a/2022-20460](https://www.federalregister.gov/a/2022-20460) for the 2015 ozone standard.

Greenhouse Gas (GHG) Transportation Planning Standard

The Intergovernmental Agreement between NFRMPO, CDOT, and CDPHE on modeling for the GHG Planning Standard is in development.

NFRMPO staff are participating in CDOT-convened meetings on how to measure and prioritize equity for Disproportionately Impacted (DI) Communities with GHG mitigations for an upcoming amendment to the Transportation Commission's [Policy Directive \(PD\) 1610: Greenhouse Gas Mitigation Measures](#).

NFRMPO staff are developing schedules for GHG-related work in calendar year 2023. Two GHG Transportation Reports may be required in 2023: one for the adoption of the FY2024-2027 Transportation Improvement Program (TIP) in the spring and one for the adoption of the 2050 Regional Transportation Plan (RTP) in the fall.

Action

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

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
October 19, 2022**

APPROVAL OF THE SEPTEMBER 21, 2022 TAC MINUTES

Relford moved to approve the September 21, 2022 TAC minutes. Herrera seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Chuang stated EPA finalized the reclassification of the nonattainment area to Severe under the 2008 ozone standard and Moderate under the 2015 ozone standard. The Ozone State Implementation Plan (SIP) is continuing its process through the Air Quality Control Commission (AQCC).

CONSENT AGENDA

FY2022 TIP Project Delay Review – Oberschmidt moved to approve the Consent Agenda. Herrera seconded the motion, which was approved unanimously.

ACTION ITEMS

LinkNoCo Study Recommendations – Gordon identified the comments received from Planning Council on the LinkNoCo Study and explained how they were addressed. Relford recommended including right-of-way (ROW) assessment as a next step in the document. Donaldson moved to recommend Planning Council approve the LinkNoCo Study. Barzak seconded the motion, which was approved unanimously.

PRESENTATION

RideNoCo Trip Planning Tool – Schmitt demonstrated the RideNoCo Trip Planning Tool, which is currently in beta testing and is expected to launch in the next month.

DISCUSSION ITEMS

2022 Public Involvement Plan (PIP) – Cunningham described the Draft 2022 PIP, which will guide the NFRMPO's public involvement efforts for transportation planning, RideNoCo, and VanGo™ programs. The Draft 2022 PIP has been updated to include new strategies and lessons learned since it was last adopted in 2019. TAC members asked clarifying questions on the role of the PIP, the Community Advisory Committee (CAC), Communities of Concern (COC), and collaboration with partner agencies. The public comment period is open through November 5, 2022 and Planning Council will consider adoption of the 2022 PIP at their meeting on December 1, 2022.

Transportation Demand Management (TDM) Action Plan – Gordon presented the TDM vision and five goals included in the Draft TDM Action Plan. The Plan includes strategies and recommendations to achieve the goals, some of which are already underway. The public comment period is open through October 28, 2022. TAC members discussed measuring success, the importance of coordinating with other TDM efforts, and how the Plan can be used to support applications for funding.

EV Plan Discussion – Gordon presented information on EV planning efforts and EV funding opportunities and asked TAC members how the NFRMPO can support EV planning in the region. TAC members expressed interest in the NFRMPO providing support around fleet planning and infrastructure needs and requested an EV planning expert present at an upcoming TAC meeting.

FINANCE COMMITTEE REPORT

- Finance Committee met on October 21, 2022
- **The committee approved the minutes from the September 22, 2022 finance committee meeting**
- The committee reviewed and approved the budget amendment for the increase of the CPG funds for 2023 be allocated as follows:

Work Task	Proposed Budget Increase
Salary Adjustments	\$90,000
Modeling	\$30,000
Air Quality	\$37,000
IT	\$10,000

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

October 21, 2022

9:30 a.m.

Microsoft Teams

Members	Staff
Scott James	Suzette Mallette
Paul Rennemeyer	Rachel Stillwell
Kristin Stephens	Barbara Bills
	Michelle Edgerley
	Becky Karasko

The meeting was called to order by James at 9:32 a.m.

Approval of Minutes:

Stephens made the motion to approve the September 22, 2022, meeting minutes, and James seconded.

Budget Amendment CPG Funds:

Mallette explained there was an (\$167,107) increase in CPG funds awarded in the FY2023 UPWP budget that she would like to put toward salary adjustments for staff (\$90,000), Modeling (\$30,000), Air Quality (\$37,000), and IT (\$10,000). This will require an amendment to the budget that was adopted by the Planning Council in May 2022. Stephens moved to recommend this amendment to the Planning Council. Rennemeyer seconded the motion, and it was approved unanimously.

The meeting was adjourned at 9:41 a.m.

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

October 13, 2022

Attendees: Brad Ragazzo, Gary Strome, Jimmy Jones, Diego Lopez

Staff: Alex Gordon, AnnaRose Cunningham, Cory Schmitt

RideNoCo Trip Discovery Tool

Cory Schmitt, NFRMPO Mobility Manager, introduced the Ride NoCo program and reviewed the RideNoCo program's progress between 2021 and now. The program is rolling out in three phases, including a website and call center, trip discovery tool, and a trip scheduling tool. Schmitt walked CAC through the website and the trip discovery tool that is under development. The tool should be live by the end of the year with additional functionality, better accessibility, and a more personalized design.

LinkNoCo

Gordon presented the LinkNoCo project, including the purpose and need, the analysis undertaken, and the three proposed corridors. Ragazzo asked about the connection to Estes Park, and Gordon explained the NFRMPO is talking with Estes Park about those opportunities. Ragazzo asked if there was consideration for the impact of transit investments on the traffic flow. Gordon explained that would be considered in a corridor study, to identify things like right-of-way, traffic impacts, and areas where investments make the most sense. Jones asked if the entire transportation system is considered as part of the planning process, and Gordon stated transit is one piece of the puzzle. The LinkNoCo report is out for public comment through November 7, 2022.

Public Comment Opportunities Q&A

Cunningham reviewed the plans out for public comment from <https://nfrmpo.org/public-comment>. Cunningham promoted the Colorado/Wyoming Transit Feasibility Study Online Open House.

The meeting adjourned at 6:57 p.m.

NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M8

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 8/22/2022

Strategic

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	PWQ	1,406	-	-	-	-	-	-	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	4,621	-	-	-	12,171	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	273,655	22,082	12,335	-	-	-	34,417	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	SPR	-	-	150	-	-	-	150	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	273,655	22,082	12,485	-	-	-	34,567	-

Revision: Shifting \$851K from FASTER Safety to FSB (Faster Safety Backfill) in FY23. Adding \$150K SPR in FY23.

Transportation Alternatives (TA)**PREVIOUS ENTRY**

Title:	Great Western Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor, Severance, Eaton	Federal	TA	777	-	188	-	-	-	188	-
STIP ID:	SNF5095.002	Local	L	194	-	47	-	-	-	47	-
TIP ID:	2017-001	Local	LOM	270	-	-	-	-	-	0	-
Type:	Bike/Ped Facility		Total	1,241	-	235	-	-	-	235	-

Air Quality: Exempt from conformity analysis

Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Trail right-of-way.

REVISED ENTRY

Title:	Great Western Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor, Severance, Eaton	Federal	TA	777	-	188	-	-	-	188	-
STIP ID:	SNF5095.002	Local	L	194	-	47	-	-	-	47	-
TIP ID:	2017-001	Local	LOM	270	-	86	-	-	-	86	-
Type:	Bike/Ped Facility		Total	1,241	-	321	-	-	-	321	-

Air Quality: Exempt from conformity analysis

Description: Construct a bicycle/pedestrian trail of crusher fines between Eaton and Severance along the former Great Western Trail right-of-way.

Revision: Adding \$86K LOM in FY23

PREVIOUS ENTRY

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	TA	-	-	-	259	260	-	518	-
STIP ID:	SNF5095.006	Local	L	-	-	-	54	54	-	108	-
TIP ID:	2024-001	Local	LOM	-	-	250	250	311	-	811	-
Type:	Bike/Ped Facility		Total	-	-	250	562	625	-	1,437	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construction of 10' wide, 1.3-mile trail with two bridges and two crosswalks.										

REVISED ENTRY

Title:	Willow Bend Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	City of Loveland	Federal	TA	-	-	-	259	260	-	518	-
STIP ID:	SNF5095.006	State	MMOF	-	-	1,200	-	-	-	1,200	-
TIP ID:	2024-001	Local	L	-	-	1,200	54	54	-	1,308	-
Type:	Bike/Ped Facility	Local	LOM	-	-	431	-	-	-	431	-
Air Quality:	Exempt from Conformity Analysis		Total	-	-	2,831	312	314	-	3,457	-
Description:	Construction of 10' wide, 1.5-mile trail with two bridges, two crosswalks trailhead facilities and amenities.										
Revision:	Adding \$2,020K (\$1,200K State/\$1,200K Local/\$431K Local Overmatch) in FY2023 awarded by Planning Council with Resolution 2022-23 and removing LOM in FY24 and FY25. Revising project description.										

Multimodal Transportation and Mitigation Options Fund (MMOF)**PREVIOUS ENTRY**

Title:	West Elizabeth Corridor - Preliminary Design	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	750	-	-	-	-	-	0	-
STIP ID:	SR47007.024	Local	L	750	-	-	-	-	-	0	-
TIP ID:	2020-025		Total	1,500	-	-	-	-	-	0	-
Type:	Study										
Air Quality:	Exempt from conformity analysis										
Description:	30% preliminary engineering design for West Elizabeth from Overland to Mason										

REVISED ENTRY

Title:	West Elizabeth Corridor Design	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	MMOF	-	1,232	-	-	-	-	1,232	-
STIP ID:	SR47007.024	State	MMOF	750	-	-	-	-	-	0	-
TIP ID:	2020-025	Local	L	750	1,232	-	-	-	-	1,232	-
Type:	Study	Local	LOM	-	36	-	-	-	-	36	-
Air Quality:	Exempt from conformity analysis		Total	1,500	2,500	-	-	-	-	2,500	-
Description:	Engineering design for West Elizabeth from Overland to Mason(FY2019 MMOF: 30% preliminary design, FY2023 MMOF: 100% design)										
Revision:	Revising project name and description, adding \$2,500K (\$1,232K Federal/\$1,232K Local/\$36K Local Overmatch) in FY23 Rolled.										

PREVIOUS ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	State	MMOF	-	500	-	-	-	-	500	-
STIP ID:	SR47007.021	Local	L	-	500	-	-	-	-	500	-
TIP ID:	2020-031	Local	LOM	-	1,135	-	-	-	-	1,135	-
Type:	Bike/Ped Facility		Total	-	2,135	-	-	-	-	2,135	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										

REVISED ENTRY

Title:	Siphon Overpass-UPRR Power Trail Grade Separated Crossing	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	MMOF	-	247	-	-	-	-	247	-
STIP ID:	SR47007.021	State	MMOF	-	500	203	-	-	-	703	-
TIP ID:	2020-031	Local	L	-	747	203	-	-	-	950	-
Type:	Bike/Ped Facility	Local	LOM	-	1,135	2,520	-	-	-	3,655	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct grade separated crossing and 0.8 miles of trail										
Revision:	Adding \$3,420K (\$247K Federal/\$247K Local in FY23 Rolled/\$203K State, \$203 Local, and \$2,520K Local Overmatch in FY23)										

NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2022-M9

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 9/21/2022

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	4,468	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
Description:	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	FSB	-	-	7,014	-	-	-	7,014	-
		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	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	497,818	42,421	100,416	18,408	-	-	161,245	-

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
Type:	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
Description:	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	FSB	-	-	7,014	-	-	-	7,014	-
		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	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	497,006	43,232	100,416	18,408	-	-	162,056	-
Revision:	Rolling \$811K CMAQ from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	5,000	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	SPR	-	-	150	-	-	-	150	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	273,655	22,082	12,485	-	-	-	34,567	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	-	6,500	-	-	-	-	6,500	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	2,034	-	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	851	-	-	-	851	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	SPR	-	-	150	-	-	-	150	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	191,534	-	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-
		State	FASTER Safety	7,915	7,550	3,769	-	-	-	11,319	-
		State	7PT (SB 267 Transit)	4,300	1,000	-	-	-	-	1,000	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-
		Local	L	500	1,500	7,714	-	-	-	9,214	-
		Local	Private	-	3,498	-	-	-	-	3,498	-
			Total	268,655	27,082	12,485	-	-	-	39,567	-

Revision: Rolling \$5,000K MMOF from FY22 to FY23 Rolled

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	5,272	-	-	-	-	-	0	-
STIP ID:	SST7007.010	Local	L	629	-	-	-	-	-	0	-
TIP ID:	2016-004		Total	5,901	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.										

REVISED ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	4,626	646	-	-	-	-	646	-
STIP ID:	SST7007.010	Local	L	629	-	-	-	-	-	0	-
TIP ID:	2016-004		Total	5,255	646	-	-	-	-	646	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$646K Federal from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	1,922	-	-	-	-	-	0	-
STIP ID:	SST7007.011	Local	L	399	-	-	-	-	-	0	-
TIP ID:	2018-001	Local	LOM	136	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion		Total	2,457	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.										

REVISED ENTRY

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	1,719	203	-	-	-	-	203	-
STIP ID:	SST7007.011	Local	L	348	51	-	-	-	-	51	-
TIP ID:	2018-001	Local	LOM	9	127	-	-	-	-	127	-
Type:	Rolling Stock Replacement and Fleet Expansion		Total	2,076	381	-	-	-	-	381	-
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of clean diesel or compressed natural gas buses to replace existing buses and add buses to COLT fleet.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$381K (\$203K Federal/\$51K Local/\$127 Local Overmatch) from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	1,946	-	-	-	-	-	0	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	0	-
TIP ID:	2020-001	Local	L	206	-	-	-	-	-	0	-
Type:	Transit	Local	LOM	50	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis	Total		3,110	-	-	-	-	-	0	-
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										

REVISED ENTRY

Title:	Transfort CNG Buses	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	950	996	-	-	-	-	996	-
STIP ID:	SST7007.015, SST7077.017	State	MMOF	908	-	-	-	-	-	0	-
TIP ID:	2020-001	Local	L	206	-	-	-	-	-	0	-
Type:	Transit	Local	LOM	48	2	-	-	-	-	2	-
Air Quality:	Exempt from conformity analysis	Total		2,112	998	-	-	-	-	998	-
Description:	Transfort will replace 5 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled Vehicles										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$998K (\$996K Federal/\$2K Local) from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	2,488	-	-	-	-	-	0	-
STIP ID:	SST7007.018	Local	L	315	-	-	-	-	-	0	-
TIP ID:	2020-002	Total		2,803	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.										

REVISED ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley-Evans	Federal	CMAQ	-	2,488	-	-	-	-	2,488	-
STIP ID:	SST7007.018	Local	L	-	315	-	-	-	-	315	-
TIP ID:	2020-002	Total		-	2,803	-	-	-	-	2,803	-
Type:	Rolling Stock Replacement and Fleet Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$2,803K (\$2,488K Federal/\$315K Local) from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	436	-	-	-	-	-	0	-
STIP ID:	SST7007.016	Local	L	91	-	-	-	-	-	0	-
TIP ID:	2020-006		Total	527	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										

REVISED ENTRY

Title:	COLT Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	316	120	-	-	-	-	120	-
STIP ID:	SST7007.016	Local	L	61	30	-	-	-	-	30	-
TIP ID:	2020-006		Total	377	150	-	-	-	-	150	-
Type:	Rolling Stock Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Replace one existing bus within City of Loveland Transit (COLT) fleet. Bus will be clean diesel or CNG.										
Revision:	Rolling project from FY22-25 TIP to current TIP and rolling \$150K (\$120K Federal/\$30K Local) from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	1,569	-	2,798	-	-	-	2,798	-
STIP ID:	SST7007.017	Federal	5339c	3,523	-	-	-	-	-	0	-
TIP ID:	2022-002	State	FASTER	200	-	-	-	-	-	0	-
Type:	Rolling Stock Replacement	Local	L	706	-	582	-	-	-	582	-
Air Quality:	Exempt from conformity analysis										
			Total	5,998	-	3,380	-	-	-	3,380	-
Description:	Purchase of five electric buses and associated equipment.										

REVISED ENTRY

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	-	1,569	2,798	-	-	-	4,367	-
STIP ID:	SST7007.017	Federal	5339c	-	3,523	-	-	-	-	3,523	-
TIP ID:	2022-002	State	FASTER	-	200	-	-	-	-	200	-
Type:	Rolling Stock Replacement	Local	L	-	706	582	-	-	-	1,288	-
Air Quality:	Exempt from conformity analysis										
			Total	-	5,998	3,380	-	-	-	9,378	-
Description:	Purchase of five electric buses and associated equipment.										
Revision:	Rolling \$5,998K (\$5092K Federal/\$200K State/706K Local) from FY22 to FY23 Rolled.										

PREVIOUS ENTRY

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	748	-	-	-	-	-	-	-
STIP ID:	SR46666.060	Federal	STBG	75	-	571	3,045	-	-	3,616	-
TIP ID:	2023-002	Local	L	81	-	119	633	-	-	752	-
Type:	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis		Total	1,823	-	690	3,678	-	-	4,368	
Description:	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										

REVISED ENTRY

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CMAQ	387	361	-	-	-	-	361	-
STIP ID:	SR46666.060	Federal	STBG	75	-	571	3,045	-	-	3,616	-
TIP ID:	2023-002	Local	L	81	-	119	633	-	-	752	-
Type:	Intersection Improvements	Local	LOM	919	-	-	-	-	-	-	-
Air Quality:	Exempt from conformity analysis		Total	1,462	361	690	3,678	-	-	4,729	
Description:	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.										
Revision:	Rolling \$361K from FY22 to FY23 Rolled.										

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

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
STIP ID:	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
TIP ID:	2021-001	Local	L	-	343	-	-	-	-	343	-
Type:	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		Total	-	1,994	-	-	-	-	1,994	-
Air Quality:	Included in conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										

REVISED ENTRY

Title:	North LCR 17 Expansion	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Larimer County	Federal	STBG	-	253	-	-	-	-	253	-
STIP ID:	SNF5095.003	Federal	PNF	-	243	-	-	-	-	243	-
TIP ID:	2021-001	Local	L	-	396	-	-	-	-	396	-
Type:	Widening	Local	LOM	-	1,155	-	-	-	-	1,155	-
	Bike/Ped Facility		Total	-	2,047	-	-	-	-	2,047	-
Air Quality:	Included in conformity analysis										
Description:	Expand one (1) mile section of LCR 17 between Willox Lane and US 287/SH 14 from a two lane facility to a two lane facility with six (6) foot shoulders/bike lanes. A three lane section at the intersection with US 287/SH 14. Also see TA.										
Revision:	Adding \$53K Local funding to FY23 Rolled										

PREVIOUS ENTRY

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins, Larimer County	Federal	STBG	-	3,834	-	-	-	-	3,834	-
STIP ID:	SNF5788.051	Local	L	-	797	-	-	-	-	797	-
TIP ID:	2022-005	Local	LOM	-	749	-	-	-	-	749	-
Type:	Widening		Total	-	5,380	-	-	-	-	5,380	-
Air Quality:	Included in conformity analysis										
Description:	4-lane arterial from Horsetooth Rd to Harmony Rd.										

REVISED ENTRY

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins, Larimer County	Federal	STBG	-	3,834	-	-	-	-	3,834	-
STIP ID:	SNF5788.051	Local	L	-	797	-	-	-	-	797	-
TIP ID:	2022-005	Local	LOM	-	1,407	-	-	-	-	1,407	-
Type:	Widening		Total	-	6,038	-	-	-	-	6,038	-
Air Quality:	Included in conformity analysis										
Description:	4-lane arterial from Horsetooth Rd to Harmony Rd.										
Revision:	Adding \$658K LOM in FY23 Rolled										

Multimodal Transportation and Mitigation Options Fund (MMOF)**PREVIOUS ENTRY**

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	State	MMOF	-	350	-	-	-	-	350	-
STIP ID:	SR47007.018	Local	L	-	350	-	-	-	-	350	-
TIP ID:	2020-021		Total	-	700	-	-	-	-	700	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										

REVISED ENTRY

Title:	Greeley #3 Canal Trail	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	State	MMOF	350	-	-	-	-	-	0	-
STIP ID:	SR47007.018	Local	L	350	-	-	-	-	-	0	-
TIP ID:	2020-021		Total	700	-	-	-	-	-	0	-
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	Construct 0.9 miles of trail (phase 2 and phase 3)										
Revision:	Project funds obligated in FY22, removing project from current TIP.										

Other Federal Transit**PREVIOUS ENTRY**

Title:	Transfort Maintenance Facility Repairs	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARP	-	-	4,800	-	-	-	4,800	-
STIP ID:	SST6729.044		Total	-	-	4,800	-	-	-	4,800	-
TIP ID:	2023-009										
Type:	Facility Improvements										
Air Quality:	Exempt from Conformity Analysis										
Description:	Upgrading electrical and Heating Ventilation and Air Conditioning (HVAC) equipment, which are past their useful life, at the Transfort Maintenance Facility										

REVISED ENTRY

Title:	Transfort Maintenance Facility Repairs	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARP	-	-	4,800	-	-	-	4,800	-
STIP ID:	SST6741.136		Total	-	-	4,800	-	-	-	4,800	-
TIP ID:	2023-009										
Type:	Facility Improvements										
Air Quality:	Exempt from Conformity Analysis										
Description:	Upgrading electrical and Heating Ventilation and Air Conditioning (HVAC) equipment, which are past their useful life, at the Transfort Maintenance Facility										
Revision:	Correcting STIP ID.										

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
November 3, 2022 Loveland	FY2022 TIP Project Delay Review **CONSENT**	AnnaRose Cunningham
Objective/Request Action		
In accordance with the TIP Delay Procedure, to grant a 3 rd one year extension to the project with a 3 rd delay.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> In September 2022, sponsors provided project status information for projects with a milestone deadline of FY2022 or earlier, summarized in Table 1. Six projects were subject to the FY2022 delay review. As shown in Table 1, one project has met required milestone, and five projects are delayed. Four delayed projects are requesting consideration for the first one year extension and one project is requesting a third one year extension. 		
Committee Discussion		
<ul style="list-style-type: none"> TAC and Planning Council discussed the FY2022 TIP Project Delay Review at their meetings on September 21 and October 7. 		
Supporting Information		
<ul style="list-style-type: none"> The TIP delay procedure, as identified in the <i>FY2023-2026 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation). The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the "Notice to Proceed" for non-construction projects. The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded. Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project. TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year. TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd and subsequent delays. 		

Supporting Information continued

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

Advantages

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

Disadvantages

- None noted.

Analysis/Recommendation

- At their meeting on October 19, TAC granted 1st extensions to projects with first delays and recommend Planning Council provide a 3rd extension to the project experiencing a third delay.

Attachment

- **Table 1. FY2022 Project Status Report**
- ***Resolution 2022-30***

Table 1. FY2022 Project Status Report

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

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

RESOLUTION NO. 2022-30
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING A ONE-YEAR EXTENSIONS FOR THE FY2022 TIP PROJECT DELAY REVIEW

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

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

WHEREAS, the FY2023-2026 TIP identifies a procedure for delayed projects to promote the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress; and

WHEREAS, the FY2022 TIP Project Delay Review found one project has a second delay:

- Johnstown’s *Little Thompson River Corridor Trail – Phase 1a* project - \$250K; and

WHEREAS, the delay for the project is outside of the control of the project sponsor.

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

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of November 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: October 6, 2022

Re: LinkNoCo Study Recommendations

BACKGROUND

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

The recommendation includes:

- Three transit corridors for further study and implementation, including determination of final infrastructure improvements and right-of-way needs
 - US 34 between downtown Loveland, Centerra Mobility Hub, and University of Northern Colorado
 - Loveland to Windsor, via the Centerra Mobility Hub
 - Upgrades to the Poudre Express, evolving to bus rapid transit and/or commuter rail along the Great Western Railroad right-of-way
- Evolving the current intergovernmental agreements (IGAs) as needed to expand regional governance of transit routes
- Tailor funding opportunities to specific routes and governance structures

TAC discussed draft recommendations and provided feedback at their September 21, 2022 meeting, and HDR incorporated the feedback into the report that was released for public comment on October 6, 2022. The 30-day public comment period closes November 5, 2022. Public comment received as of this memo includes correcting typos and clarifying some information, but no content changes. At the October 19, 2022 TAC meeting, TAC recommended Planning Council approve the LinkNoCo/North Front Range Premium Transit Analysis.



A copy of the Executive Summary is attached as is **Resolution 2022-31**.

ACTION

TAC recommended Planning Council adopt the recommendations from the LinkNoCo/North Front Range Premium Transit Analysis.

EXECUTIVE
SUMMARY

Premium Transit Study



October 2022



North Front Range
Metropolitan
Planning
Organization

Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) led a collaborative effort to expand premium transit service connecting North Front Range communities.

The project was branded 'LINKNoCo', referencing the desire to efficiently link residential, commercial, employment, and activity centers across the North Front Range. This effort focused on enhancing existing transit operations by evaluating and prioritizing opportunities for a complete premium transit network for the region.

What Is Premium Transit?

Premium transit refers to reliable, comfortable, and user-friendly transit that connects communities across the North Front Range. This does not duplicate local transit service, but rather focuses on an express-style service to connect across greater distances to link towns, cities, and major activity centers where residents live, work, and recreate in Northern Colorado. Premium transit could include a range of transit technologies, like premium bus or passenger rail service, and typically provides additional amenities at stops specific to the needs of express transit users.



Premium transit is benefiting communities across the United States (Minneapolis, Seattle, and San Diego).



Why LinkNoCo?

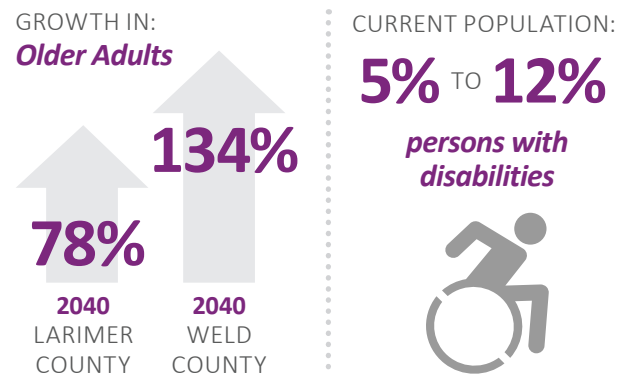
LINKNoCo is the next incremental step to advance the broad regional transit network envisioned in the NFRMPO's 2045 Regional Transit Element (RTE). Expanding regional premium transit will provide greater transit access and multimodal connection while supporting traffic congestion reduction, safety enhancements, and air quality benefits. LINKNoCo builds on successful local regional transit connections like the Poudre Express and FLEX services.

THE NEEDS FOR THE DEVELOPMENT OF LINKNOCO ARE INDICATED BY THE FOLLOWING:

Meet the transit needs of existing and future local/regional residents, businesses, and visitors



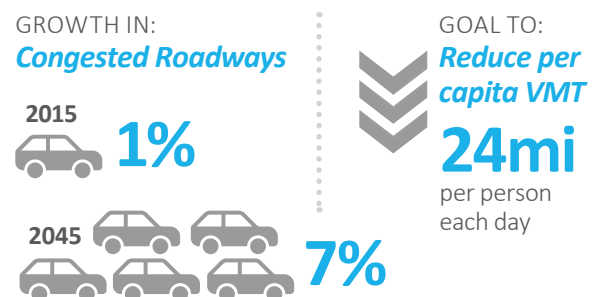
Meet the mobility needs of underserved communities



Enhance the connectivity between significant origin and destination points within the region



Reduce vehicle miles traveled (VMT) and support congestion reduction and air quality improvement





GET, COLT, and Transfort currently provide extensive local foundation service and will serve as a critical transfer for any new regional premium services.

What are the Study Outcomes?

The final outcomes of LINKNoCo include identification of the top three priority corridors to initiate the regional premium transit network. LINKNoCo also presents options for further consideration of the financial and governance structures necessary to implement the new services.



Planning Process

LINKNoCo followed a stepped planning process to develop the necessary understanding of transit needs that informed the prioritization of premium transit options. Throughout the process, input and guidance was provided by local jurisdictions and agencies as members of the project's Guidance Committee and the Governance and Finance Policy Advisory Committee. Local stakeholders and residents were engaged through multiple project questionnaires and an online open house aimed at gauging local sentiments and guiding the recommendations.

A FEW COMMON THEMES WE HEARD FROM STAKEHOLDERS...

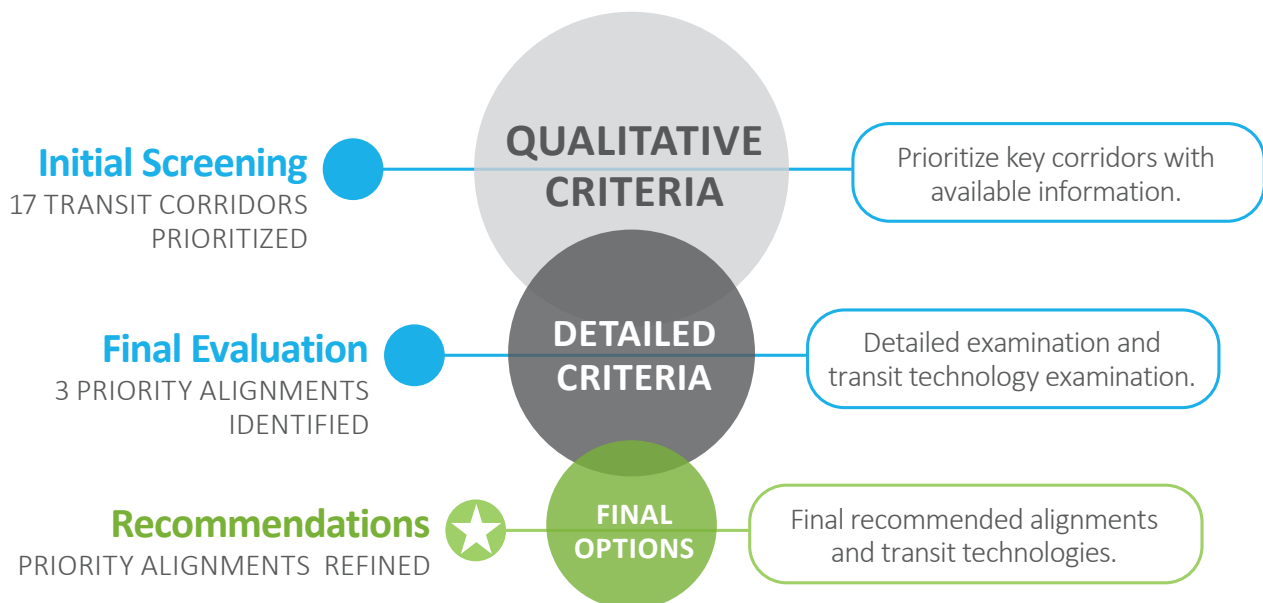
- + Build off successes of Poudre Express, MAX, and FLEX.
- + Prioritize connections that benefit communities of need.
- + Preserve right-of-way for improvements.
- + Prioritize bike and pedestrian connections to transit.

Prioritization

The initial screening used a range of criteria to narrow the initial 17 transit corridors. This step asked critical questions about connectivity to key destinations across the region, integration with existing local transit, potential infrastructure improvements, and overall public support.

In the final evaluation, the corridors were further refined to optimize their connectivity to key destinations. The final evaluation was not intended to eliminate any alignments, but served to enhance the strengths and improve upon any weaknesses. The alignments were then evaluated using more detailed criteria, including equity, multimodal access, regional considerations, transit performance, cost and economic development. The final evaluation also included an analysis of potential transit technologies, which ranged from enhanced bus to light rail and commuter/passenger rail. The goal of this effort was to match the right transit technology with each alignment.

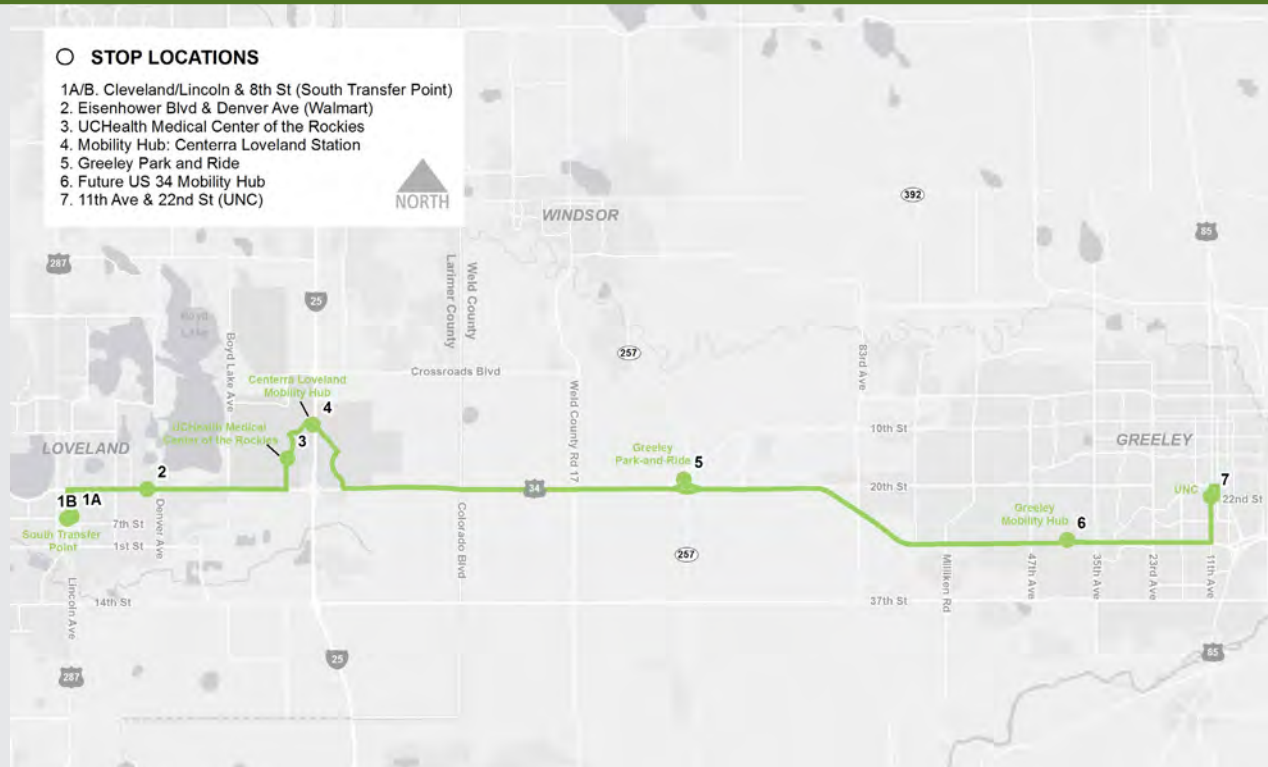
LINKNOCO PLANNING PROCESS



Priority Premium Transit Alignments

Loveland to Greeley (US 34)

This enhanced bus alignment would connect the University of Northern Colorado campus to central Loveland, with seven stops at key destinations. The service is proposed to operate within existing travel lanes with priority measures for buses at key intersections. This may include queue jumps to allow buses to move ahead of other traffic at signals. Additional priority will be considered, including Transit Signal Priority (TSP), Business Access and Transit (BAT) lanes, and exclusive Bus Rapid Transit (BRT) lanes. The service is tentatively planned to operate every 30 minutes.



TECHNOLOGY



Enhanced Bus

FLEET



6 Vehicles

FREQUENCY



Every 30
Minutes

TRAVEL TIME



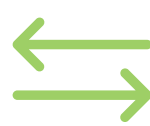
52-57 Minutes
(entire route)

STOPS



7 Stops
Proposed

OPERATING COSTS



\$3.9M to \$4.1M
(annually)

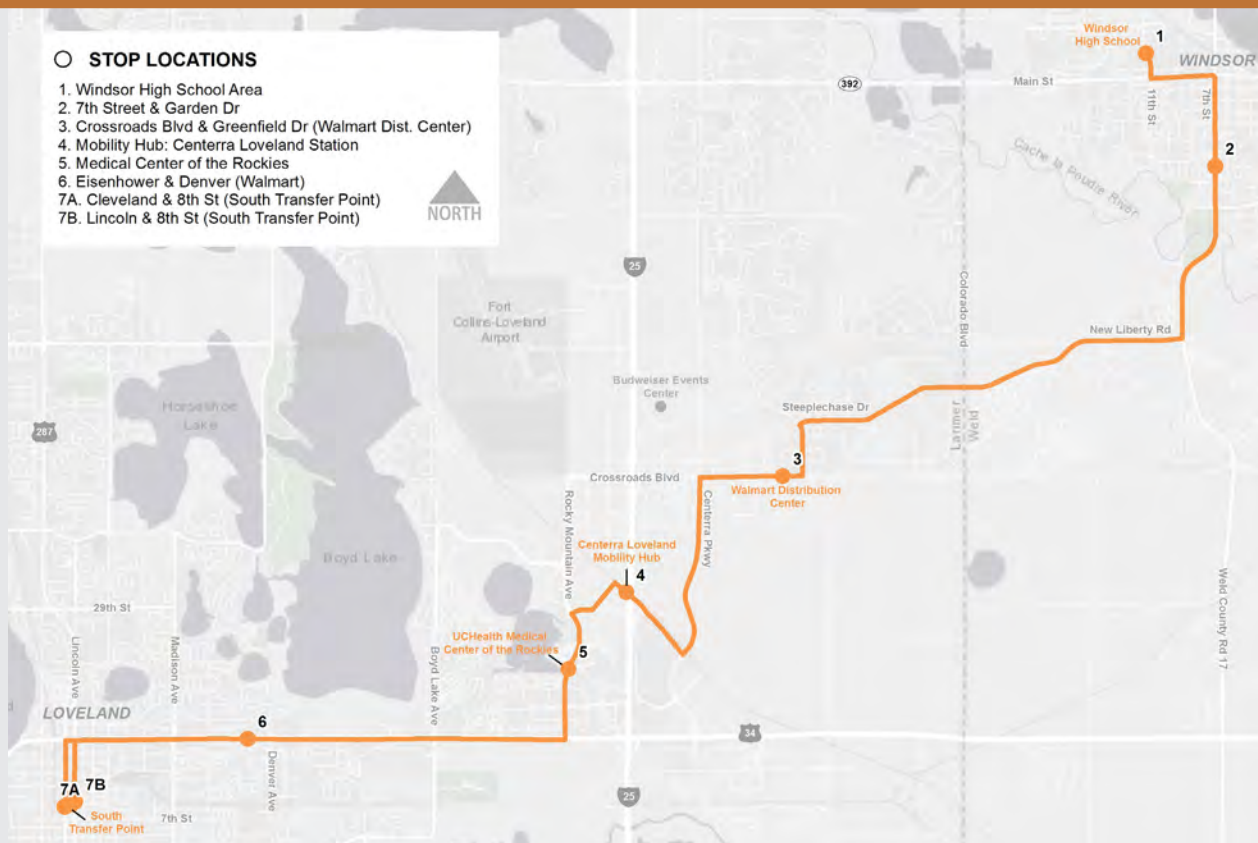


Context along the Loveland to Greeley (US 34) alignment.

Priority Premium Transit Alignments

Windsor to Loveland (WCR 17/US 34)

The Windsor to Loveland enhanced bus service would effectively link the emerging growth areas in central and southwestern Windsor to the rapidly developing Centerra area and the urban core of Loveland. The service is proposed to operate within existing travel lanes with priority measures for buses at key intersections. This may include queue jumps to allow buses to move ahead of other traffic at signals. Additional priority will be considered, including TSP, BAT lanes, and exclusive BRT lanes. The service is tentatively planned to operate every 30 minutes.



TECHNOLOGY



Enhanced Bus

FLEET



4 Vehicles

FREQUENCY



Every 30
Minutes

TRAVEL TIME



35-39 Minutes
(entire route)

STOPS



7 Stops
Proposed

OPERATING COSTS



\$2.7M to \$3.9M
(annually)

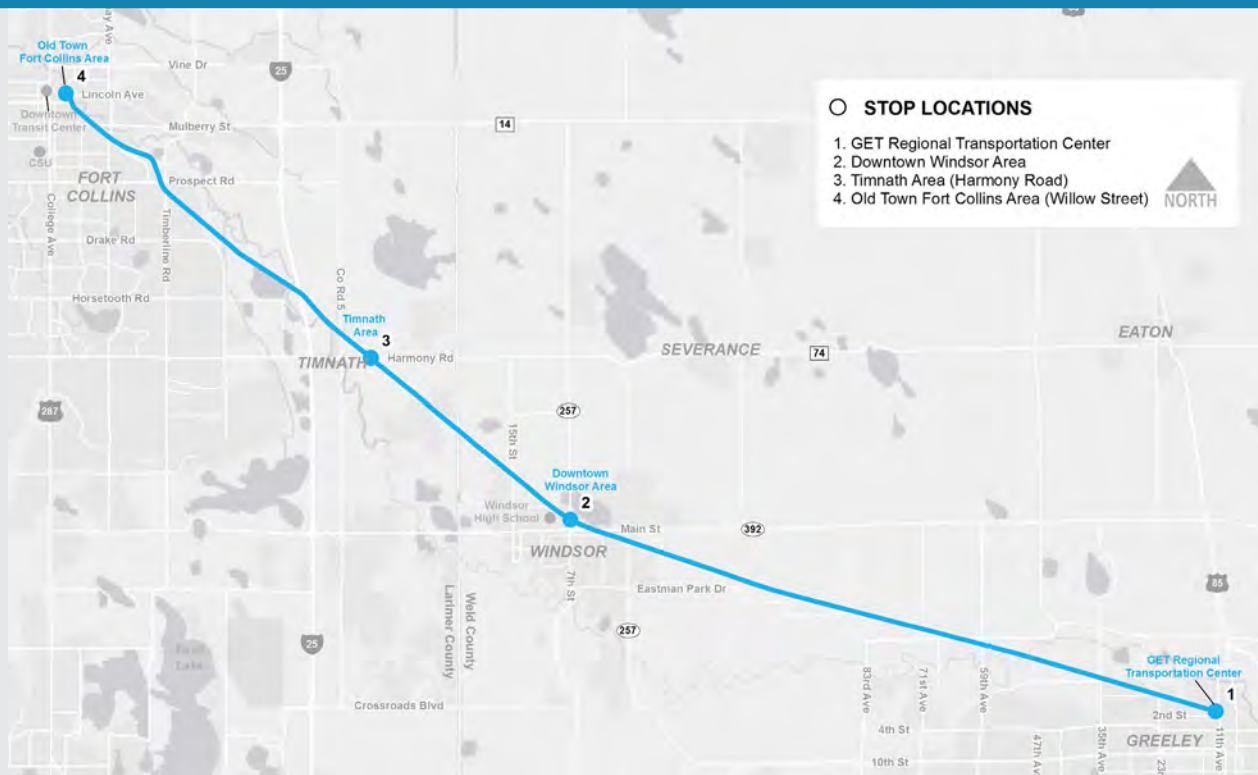


Context along the Windsor to Loveland (WCR 17/US 34) alignment.

Priority Premium Transit Alignments

Greeley to Fort Collins (Great Western)

The Greeley to Fort Collins commuter rail service would provide a direct connection between Greeley and Fort Collins along the Great Western Railway freight line. It would initiate service at the Greeley Regional Transportation Center (11th Ave and 1st St) and proceed northwest within the rail right-of-way through the towns of Windsor and Timnath before terminating in the vicinity of Lincoln Ave and Willow St in downtown Fort Collins. The service is tentatively planned to operate 16 trips per day. Additional service plans will be considered.



TECHNOLOGY



Commuter Rail
(long-term goal)

FLEET



3 Vehicles

FREQUENCY



16 Trips Daily

TRAVEL TIME



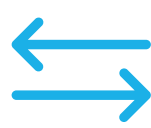
32 Minutes
(entire route)

STOPS



4 Stops/Stations
Proposed

OPERATING COSTS



\$472K
(annually)



Context along the Greeley to Fort Collins (Great Western) alignment.

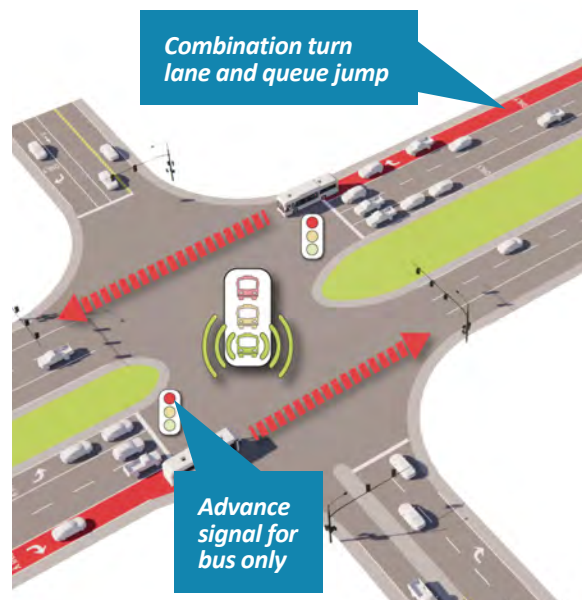
Infrastructure Improvements for Consideration

The priority enhanced bus improvements are intended to be a less infrastructure-intensive solution to move more people more efficiently. However, improvements to intersections and operational improvements can provide priority and more consistent reliability for buses as congestion continues to grow. The goal of LINKNoCo is to advance near-term bus improvements as rapidly as possible. Simultaneously, LINKNoCo recommends continuing to plan, design, fund, and implement more significant infrastructure improvements, such as the commuter rail along the Great Western alignment. More significant infrastructure should be evaluated in the next stage of planning, including the benefits and impacts of potential priority measures to improve the reliability and speed of transit. The visualizations below present examples of potential infrastructure improvements as a guide for future planning.

Bus Priority Infrastructure

Queue Jumps

Intersection improvements, such as **queue jumps**, provide priority for buses and reduce conflicts between buses and general traffic. Some existing right turn lanes could be modified to act as both a turn lane and priority for buses. As the vehicles turning right advance, the bus is moved forward. As the signal changes, a queue jump signal (specific to the bus) provides time for the bus to advance ahead of the general traffic.



Example of existing right turn lanes modified to serve as queue jumps.

TSP

Transit Signal Priority (TSP) is a transit operations tool that can improve bus reliability and speed through typically congested intersections. With an investment in TSP, transit alignments can be retrofitted to provide premium transit operations with limited changes to general traffic. TSP at traffic signals can detect approaching buses and adjust the signal phase to support efficient movement of buses and vehicles through the intersection (either lengthening or shortening the signal phases).



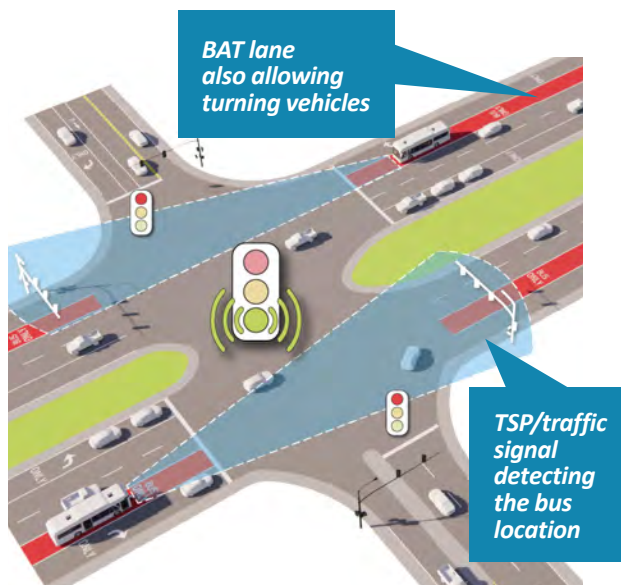
TSP systems include smart signals that can detect the location of buses and provide priority through signals.





TSP and BAT Lanes

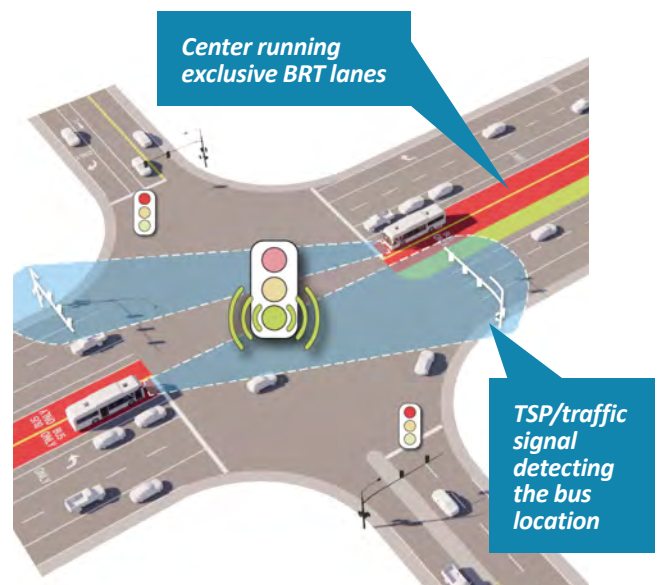
Business Access and Transit (BAT) lanes support more efficient movement of transit vehicles and other traffic by providing better access to businesses. BAT lanes are typically curbside lanes for use by buses and turning traffic accessing adjacent businesses or residences. The success of BAT lanes depends on the ability to develop reasonable access controls along the alignment.



The red, outside BAT lanes provide priority movement for buses while allowing traffic to access businesses and homes. BAT lanes can be paired with more advanced TSP signal systems.

TSP and BRT Lanes

Providing exclusive **Bus Rapid Transit (BRT) lanes** for buses can significantly improve transit travel times and reliability. Additional space is typically required beyond standard lane widths to provide physical separation barriers or painted buffers. The configuration of BRT can vary throughout a corridor depending on the right-of-way and the context of development along the alignment. Segments of US 34 include a wide center median that should be further evaluated for center running BRT.



Exclusive lanes for BRT could be considered along US 34 where there are wide medians.

Commuter Rail Infrastructure

Many communities in the United States are examining the potential of using existing freight rail corridors for passenger service. The Greeley to Fort Collins (Great Western) alignment is a good candidate; however, the existing track and rail signaling systems would need to be upgraded to meet passenger safety standards. With the introduction of passenger service, improvements at roadway crossings of the rail line may require enhanced protection. Any advancement of commuter rail service will require agreements with OmniTRAX, the owner of the Great Western Railway.

The Sprinter is a successful commuter rail service in northern San Diego County implemented on a freight rail corridor. Some Sprinter platforms were designed to uniquely accommodate the needs of both freight and passenger traffic.



Governance and Funding Options

Implementation of the three priority alignments will require a governance structure to support cross-jurisdictional decisions and the operation of premium transit services.

Working with policymakers and elected officials from local jurisdictions, LINKNoCo examined a range of potential governance structures tailored to the North Front Range. The governance options will continue to be evaluated in parallel with the future planning of the alignments. The recommended governance options focus on maximizing the use of Intergovernmental Agreements (IGA). IGAs can cover a range of potential funding and operational agreements. The IGA structures set the stage for partnerships to pursue and receive funding at the local, state, and federal levels. State and local funding could be pursued to support startup through programs like Colorado's Multimodal Transportation and Mitigation Options Fund. More significant investments could seek funding from the Federal Transit Administration, Federal Highway Administration, or other funding opportunities through the 2022 Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act).

The LINKNoCo plan is not defining the final governance structures, but providing information to inform future decision making by local partners. Local stakeholders created clear goals for governance:

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





The ease of movement provided by premium transit can have a significant impact the quality of life for area residents.

Forward Momentum Next Steps

The opportunity exists now to build on the momentum generated through LINKNoCo's collaborative effort. Residents, employers/employees, and decision makers within the North Front Range can proactively shape the region's mobility future and improve the way people move. LINKNoCo's recommendations serve as a guide to the key next steps for the Loveland to Greeley (US 34), Windsor to Loveland (WCR 17/US 34), and Greeley to Fort Collins (Great Western) transit alignments.

Advancing these three priority transit alignments is just the start. The goal is to build on their successes and construct a complete regional transit network. The returns on these incremental investments have the potential to improve regional mobility for future generations.

**RESOLUTION NO. 2022-31
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE NORTH FRONT RANGE LINK NOCO STUDY**

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

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

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

WHEREAS, the NFRT&AQPC requested the analysis and prioritization of transit corridors connecting communities throughout the North Front Range; and

WHEREAS, the NFRT&AQPC adopted the 2045 Regional Transit Element on November 1, 2028, and the 2045 RTP on September 5, 2019, establishing regional transit corridors for investment and implementation; and

WHEREAS, the Link NoCo Study recommends corridors connecting Loveland and Greeley, Loveland and Windsor, and Fort Collins and Greeley for implementation based on public feedback and engagement and the guidance of technical staff and decisionmakers; and

WHEREAS, the Link NoCo Study analyzes governance structures and funding opportunities for implementation of transit corridors appropriate for the North Front Range region; and

WHEREAS, the Link NoCo Study was released for a 30-day public comment period and feedback was incorporated into the final plan.

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the North Front Range Link NoCo Study.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of November 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: November 3, 2022

Re: Records Retention Policy

BACKGROUND

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

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

- Extend the retention period for fleet dispositions and auctions to 5 years plus current rather than 2 or 3 years respectively, section 5.180.
- Additionally, section 7.70 (Committees – Internal) applies to TAC meetings and the retention is extended to 6 years plus current rather than 2 years.

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

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

ACTION

This is an Action item to **adopt the Records Retention Policy**.

MEMORANDUM

To: NFRMPO Council

From: Suzette Mallette

Date: November 3, 2022

Re: UPWP FY 2023 Budget Amendment 1

Background:

The FY2023 UPWP was adopted by the Planning Council on May 5, 2022. The federal CPG portion of that budget was \$849,077 based on program allocation estimates. The contract for FY2023 was executed at the end of September 2022, CDOT advised that the allocation numbers have changed.

The revised numbers reflect an increase in FY2022 CPG funds from the IIJA, 2.5% of the funds are required to be spent on Complete Streets activities, unless the MPO receives federal approval to opt-out per IIJA Section 11206.

The new federal CPG amount is \$1,106,184, or an increase of \$167,107.

Proposed Use of Funds

The proposed use of these funds is as follows:

- ***MPO staff salary adjustments - \$90,000.*** This is based on further polling of our local governments to see if there were additional market adjustments to be made and to benchmark positions, which is a standard practice every three years. This proposal includes a 2.5% market adjustment, increasing the merit from 4% to 5% and benchmarking all positions.
- ***Modeling - \$30,000.*** NFR will be adopting the *2050 RTP* next year which will require a new conformity demonstration and a new GHG Transportation Report to the Transportation Commission. These funds would be used to retain Cambridge Systematics, our model development firm, to assist staff with modeling.
- ***Air Quality - \$37,000.*** This allocates funding for staff to perform air quality work including participation in numerous new required meetings and outreach events.
- ***IT - \$10,000.*** The current server in the MPO office is being replaced this year. The adopted budget to purchase the server and install is \$25,000 without any contingency. The work task from our IT consultants is \$25,500. Proposing some extra funding to see this project completed.



Work Task	Proposed Budget Increase
Salary adjustments	\$90,000
Modeling	\$30,000
Air Quality	\$37,000
IT	\$10,000
Total	\$167,000

This budget amendment does not change the VanGo budget.

The Finance Committee recommended Council approval that their October 21, 2022 meeting.

Action: Adopt FY 2023 Budget Amendment 1 per ***RESOLUTION NO. 2022-32***



**RESOLUTION NO. 2022-32
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FIRST AMENDMENT TO THE FY2023 BUDGET 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 FY2023 UPWP Budget that identifies the work elements, tasks and direct expenses associated with the budget; and

WHEREAS, this budget amendment does not modify the FY2023 UPWP tasks and only affects the FY2023 budget; and

WHEREAS, the NFRMPO is amending the FY2023 budget to include:

- ***MPO staff salary adjustments - \$90,000.***
- ***Modeling - \$30,000.***
- ***Air Quality - \$37,000.***
- ***IT - \$10,000.***

WHEREAS, the total NFRMPO budget will increase by \$167,107; and

WHEREAS, the VanGo™ total budget will remain unaltered.

NOW, THEREFORE, BE IT RESOLVED that the North Front Range Transportation & Air Quality Planning Council hereby approves the First Amendment to the FY2023 budget of the FY2022-2023 UPWP. Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council this 3rd day of November 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: November 3, 2022

Re: 2022 Public Involvement Plan (PIP)

Background

The NFRMPO updates the Public Involvement Plan (PIP) prior to the adoption of the long-range Regional Transportation Plan every four years, with the last updated adopted by Planning Council in March 2019. In accordance with federal legislation, metropolitan planning organizations (MPOs) are required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

The 2022 PIP was developed in consultation with the TAC and the NFRMPO Community Advisory Committee (CAC) and incorporates:

- Lessons learned from public involvement during the COVID-19 pandemic;
- Guidance from the Infrastructure Investment and Jobs Act (IIJA);
- Updated and new engagement strategies;
- Evaluation strategies and metrics; and
- A social media policy

The 2022 PIP was released for the 45-day public comment period on September 21 and will close on November 5. Public comment received during this time, including recommendations received from TAC and Planning Council at their respective meetings will be incorporated as applicable into the document prior to TAC recommendation and Planning Council adoption.

The Draft 2022 PIP can be accessed at: <https://nfrmpo.org/wp-content/uploads/2022-pip-draft.pdf>.


Action


Staff requests Planning Council review the 2022 PIP and provide comments.



1

Introduction





- Federally-required plan
- Updated on same cycle as the RTP
- Covers all NFRMPO activities:
 - Transportation Planning
 - RideNoCo
 - VanGo™
- Identifies goals, desired outcomes, and strategies for community engagement

2
2022 PIP

2

Guiding Engagement Principles



1

**Meet people
where they are.**

2

**Provide options
for involvement
and be
adaptable.**

3

**Be a good
community
partner.**

4

**Consistently
evaluate what
works and what
doesn't.**

3

2022 PIP

3

Existing Strategies



Website



Social Media



Newsletters



Outreach Events



Public Comment Periods



Meetings



Partnerships



Surveys



4

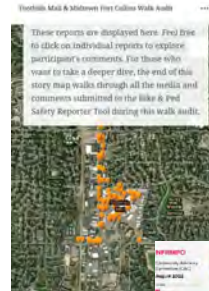
2022 PIP

4

Developing Strategies



-  Technology
-  Virtual Engagement Events
-  Plan Specific Outreach Strategies
-  Micro Plans
-  Expanded Partnerships
-  Equity Planning Tool



5

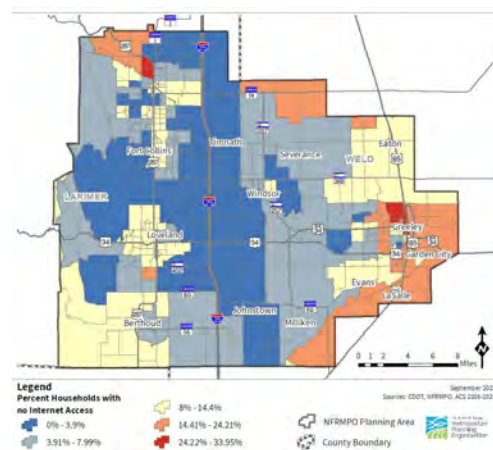
2022 PIP

5

Equity Focus



- Environmental Justice Plan
 - Includes consideration for EJ populations (low income and minority) and Communities of Concern (COC)
- Limited English Proficiency (LEP) Plan
 - Adopted in May as part of the Title VI plan
- RideNoCo
 - Mobility Access Sensitive Messaging
- Potential Obstacles to Participation
 - Access to internet



6

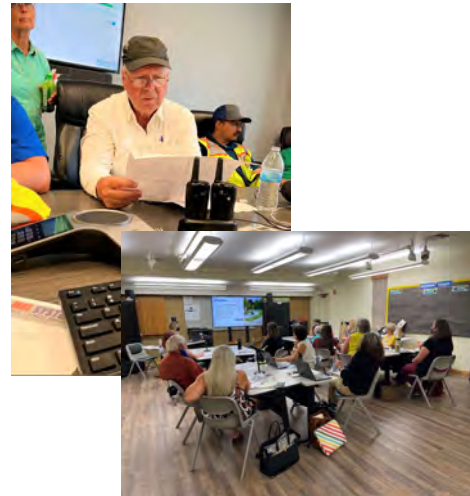
2022 PIP

6

Success and Effectiveness



- Defines success for the Agency and the Public
- Outlines the metrics to evaluate effectiveness
- Describes the evaluation process and reporting mechanisms



7

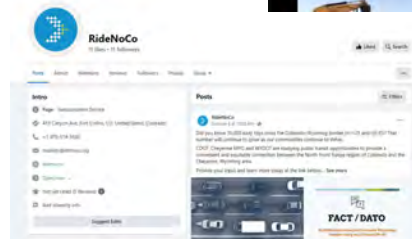
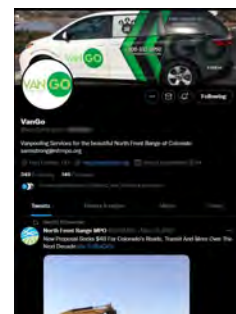
2022 PIP

7

Social Media Policy



- NFRMPO Social Media Policy
- Outlines expectations for interactions on NFRMPO Social media
- Documents the process for:
 - Comments Policy
 - Official Public Comments
 - Records retention and archiving



8

2022 PIP

8

Next Steps



- **Public Comment closes:** November 5, 2022
- **TAC Recommendation:** November 16, 2022
- **Council Action:** December 1, 2022



9

2022 PIP

9

Questions?



AnnaRose Cunningham
 Transportation Planner II
arcunningham@nfrmpo.org
 (970) 818-9497

10

2022 PIP

10

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: November 3, 2022

Re: Transportation Demand Management (TDM) Action Plan

BACKGROUND

For 2022, two of Executive Director Mallette's goals set by the Planning Council related to developing and expanding transportation demand management (TDM) in the region: developing a regional TDM program and creating a Transportation Management Organization (TMO). To achieve these goals, NFRMPO staff recommended drafting a TDM Action Plan and convening a TDM Work Group.

Throughout 2022, the TDM Work Group guided NFRMPO staff's development of the TDM Action Plan. The TDM Action Plan lays out a vision for TDM in the region:

People in Northern Colorado will have the resources, support, and mobility options to make informed choices about how they travel around the region.

To implement this vision, there are five goals with associated recommendations and strategies:

- 1) Improve **data** collection to support new and expanded investments and programming
- 2) **Invest** in infrastructure and resources to provide additional options and help people make informed transportation choices
- 3) Enhance **partnerships** and collaboration between local communities, businesses, regional and State agencies, and other interested parties
- 4) **Communicate** the purpose, benefits, and successes of providing mobility options
- 5) Create and enhance **regional TDM programming** to optimize people throughput

Bolded words are key themes that arose in discussions with the TDM Work Group.

Some recommendations from the TDM Action Plan are already underway:

- NoCo Bike & Ped is discussing supporting a regional Safe Routes to School program
- The US34 Coalition is discussing incorporating a TMO for the corridor
- Determining next steps for the LinkNoCo project to increase transit in the region



The TDM Action Plan was released for public comment between September 28, 2022 and October 28, 2022. A draft version of the Plan can be downloaded from: <https://nfrmpo.org/wp-content/uploads/2022-tdm-action-plan-draft.pdf>.

ACTION

NFRMPO staff request Planning Council review and discuss the TDM Action Plan and its recommended strategies.



Transportation Demand Management

Planning Council



North Front Range
Metropolitan
Planning
Organization

November 3, 2022

1

What is TDM?

TDM/TMO

- Provide travelers with travel choices
 - Work location
 - Route
 - Time of travel
 - Mode
- Providing travelers with effective choices to improve travel reliability

- FHWA ([Integrating Demand Management into the Transportation Planning Process: A Desk Reference](#))



EFFICIENCY!



2

2

Why TDM?

TDM/TMO

1. Develop Transportation Demand Management (TDM) Program

- a) Develop strategies and programs that address the needs of the region
- b) Provide information, support, and funding to TDM activities
- c) Work with the RAQC on the voluntary Employee Traffic Reduction Program (ETRP) as it is developed and implemented



3

3

Why TDM?

TDM/TMO



2. Explore, advocate for, and provide tools to establish Transportation Management Organizations (TMOs)

- a) Update NFRMPO website with resources
- b) Reach out to the MPO community to discuss the possibilities of such an organization
- c) Tie in RideNoCo and mobility

4

4

TDM Action Plan

TDM/TMO



- **TDM Action Plan**
 - Visioning
 - Strategies
 - Recommendations
- **Outreach**
 - TDM Work Group
 - Webinars
 - Statewide TDM Working Group

5

5

TDM Action Plan

TDM/TMO



Improve **data** collection to support new and expanded investments and programming



Invest in infrastructure and resources to provide additional options and help people make informed transportation choices



Enhance **partnerships** and collaboration between local communities, businesses, regional and State agencies, and other interested parties.



Communicate the purpose, benefits, and successes of providing mobility options.



Create and enhance **regional TDM programming** to optimize people throughput.

6

6

Next Steps - Planning

TDM/TMO

- TDM Action Plan:**
- 30-day public comment period (September 28 – October 28)
 - TAC discussion (October 19)
 - Planning Council discussion (November 3)

7

7

Next Steps – TDM

TDM/TMO

- US34 Coalition discussions (TMO)
- RideNoCo Trip Discovery Tool
- Safe Routes to School
- Outreach
- Resource development

8

8

Questions?**TDM/TMO****Alex Gordon, PTP**

Transportation Planner III

agordon@nfrmpo.org

(970) 289-8279

Suzette Mallette

Executive Director

smallette@nfrmpo.org

(970) 986-4197

Cory Schmitt, MSW

Mobility Manager

cschmitt@nfrmpo.org

(970) 999-0072

[nfrmpo.org/tdm
rideno.co](http://nfrmpo.org/tdmrideno.co)

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Recording: <https://youtu.be/Oarzp7H3LG4>

Location: In-Person and Streaming

Date/Time: Thursday, October 6, 2022; 8:30 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Highlights and Action Items

1. CDOT Update on Current Events – Steve Harelson, CDOT Chief Engineer
 - CDOT was awarded a federal grant for the Floyd Hill project of \$100 M, amounting to 12% of the annual construction budget. CDOT has implemented the use of PMWeb, a project management software that will allow for more streamlined and accurate project status updates and dashboards.
2. Legislative Report - Herman Stockinger, Andy Karsian, and Jamie Grim, CDOT Office of Policy and Government Relations (OPGR).
 - The Transportation Legislative Review Committee (TLRC) finalized several transportation-related bills, none that directly impact CDOT.
 - STAC Discussion
 - Various MPOs and TPRs expressed interest or concern regarding the Bill proposing adding Transit agencies as members to the TPRs/MPOs. Conversations to potentially allow TPRs/MPOs to dictate how to use that member vote. As soon as draft language/legislation is created, it will be sent out to STAC.
3. STAC Officer Elections
 - Nominations for Vice Chair included Heather Sloop and Kristen Stephens;
 - Nominations for Chair included Vince Rogalski and Keith Baker;
 - Polling Results:
 - Vice Chair: Heather Sloop (8-6)
 - Chair: Vince Rogalski (8-6)
4. Office of Innovative Mobility Grant Program – Kay Kelly, Chief, Office of Innovative Mobility
 - The Office of Innovative Mobility (OIM) informed STAC of its launching of the CDOT OIM Grants Platform to provide grants to private, public, non-profit and local agencies to fund innovative mobility and electrification solutions in the state of Colorado.
 - A notice of funding for all discussed grants will go out on October 24. A webinar will be hosted November 9. Grant applications will be due December 9 with a notice of awards expected by mid-January 2023.
5. Highway User Tax Fund (HUTF) Funding Distribution – Jeff Sudmeier, CDOT Chief Financial Officer
 - STAC was provided an overview of the Highway Users Tax Fund (HUTF) as the largest source of state funding, representing 31% of CDOT revenue and nearly 60% of state revenue to CDOT. HUTF Revenue stems from Motor Fuel Taxes and Registrations, Faster Revenue, Road Usage Fees, Retail Delivery Fees, among other sources including an incoming Electrical Vehicle Fees.
6. Bridge and Tunnel Enterprise (BTE) Program Update – Patrick Holinda, BTE Manager
 - An update was provided on progress the BTE has made since its inception. Programmatic changes were also discussed including new fees to be imposed. The BTE also presented its 10-Year Plan scope with

about \$1.1B in total eligible projects left as part of the 10-Year Plan. The financial status of the BTE was also reviewed.

- Two legislative proposals, a Bridge Preservation Proposal (preventive) and a Bridge Bundling Proposal (replacement) were discussed as additional flexibility for the use of BTE funding.

7. Colorado Transportation Investment Office (CTIO) Program Overview – Nicolas Farber, Director, CTIO

- The Colorado Transportation Investment Office (CTIO) gave an overview of the program's legal framework and mission, and its staff organization and governance.
- An overview of the CTIO's Express Lanes Network and the CTIO Back Office was given before STAC as well as how CTIO supports key projects and initiatives, primarily via Managed Lanes, Private Investment and Alternative Financing.

8. Other Business - Vince Rogalski, STAC Chair

- Next STAC meeting is scheduled for Thursday, November 3, 2022 and will be held virtually only.