



**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**HYBRID MEETING AGENDA**  
**January 5, 2023**

<u><b>In-Person Attendance Option</b></u> <b>Fort Collins Colorado River Community Room</b> <b>222 LaPorte Avenue</b> <b>Fort Collins, CO 80521</b>	<u><b>Virtual Attendance Option</b></u> <b>Call-in Number: (408) 650-3123</b> <b>Access Code: 814-514-261-857-813</b> <b>Online Meeting: <a href="https://bit.ly/3VGQ52U">https://bit.ly/3VGQ52U</a></b>
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For assistance during the meeting, please contact Alex Gordon – [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or 970.289.8279

*Pledge of Allegiance*

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

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

[Lead Planning Agency for Air Quality Agenda](#)

REPORTS:

- |  |   |      |
|--|---|------|
| 3) Air Pollution Control Division (APCD) (Handout) | (Written)   |      |
| 4) Regional Air Quality Council (RAQC) (Handout)   | Mike Silverstein – Executive Director, RAQC               | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 13)    | Medora Bornhoft –Transportation & Air Quality Planner III | 6:15 |

[Metropolitan Planning Organization Agenda](#)

REPORTS:

- |  |   |      |
|--|---|------|
| 6) Report of the Chair                           | Scott James – Council Chair, Weld County Commissioner | 6:20 |
| • 2023 Committee Assignments                     |   |      |
| 7) Executive Director Report                     | Suzette Mallette - Executive Director                 | 6:25 |
| • VanGo™ Annual Survey                           |   |      |
| • 2022 Annual Report (Handout)                   |   |      |
| 8) TAC (Page 14)                                 | (Written)   |      |
| 9) Mobility (Page 15)                            | (Written)   |      |
| 10) Community Advisory Committee (CAC) (Page 19) | (Written)   |      |

PRESENTATION:

- |                                      |  |      |
|--------------------------------------|--|------|
| 11) NISP US287 Realignment (Handout) | Jeff Stahla – Public Information Officer, Northern Water | 6:30 |
|--------------------------------------|--|------|

ACTION ITEMS:

- |   |   |      |
|---|---|------|
| 12) Executive Director Annual Goals (Page 20)                       | Suzette Mallette                                | 6:45 |
| 13) FY2023-2025 Additional Allocations Resolution 2023-01 (Page 21) | AnnaRose Cunningham - Transportation Planner II | 6:55 |

DISCUSSION ITEMS:

- |  |  |      |
|--|--|------|
| 14) 2019-2023 NFRMPO Targets for Safety Performance Measures (Page 34)       | AnnaRose Cunningham                      | 7:00 |
| 15) PM2: Pavement and Bridge Condition and PM3: System Performance (Page 43) | Jerome Rouser - Transportation Planner I | 7:20 |



### COUNCIL REPORTS:

7:40

Transportation Commission	Kathleen Bracke - Transportation Commissioner	
CDOT R4 Update	Heather Paddock - CDOT R4 Transportation Director	
STAC Report <i>(Page 51)</i>	(Written)	
Colorado Transportation Investment Office (CTIO)	Cecil Gutierrez – CTIO Board Member	
I-25 Coalition	Scott James	
US34 Coalition	Scott James	
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens – Larimer County Commissioner	
Front Range Passenger Rail District	Will Karspeck – Past Chair, Mayor Town of Berthoud Johnny Olson – City of Greeley Councilmember	
Host Council Member Report	Tricia Canonico – Councilmember, City of Fort Collins	7:50

### EXECUTIVE SESSION:

7:55

*To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the Executive Director contract and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.*

### ACTION ITEM:

16) Executive Director Contract Amendment <i>(Page 52)</i>	Suzette Mallette	8:15
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### MEETING WRAP UP:

Next Month's Agenda Topic Suggestions		8:20
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## ***MPO Planning Council***

### ***Weld County***

**Scott James, Commissioner – Chair**

Alternate- Perry Buck, Commissioner

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

**Jon Mallo, Councilmember - Vice Chair**

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

**William Karspeck, Mayor – Past Chair**

Alternate- Mike Grace, Mayor Pro Tem

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

**Liz Heid, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

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

**Mark Clark, Mayor**

Alternate- TBD

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

**Tricia Canonico, Councilmember**

Alternate- TBD

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

**Fil Archuleta, Mayor**

### ***City of Greeley and Greeley Evans Transit (GET)***

**Johnny Olson, Councilmember**

Alternate- Brett Payton, Mayor Pro Tem

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

**Troy Mellon, Mayor Pro Tem**

### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

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

**Paula Cochran, Trustee**

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

**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- Barry Wilson, Mayor Pro Tem

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

**Jessica Ferko, Manager, Planning & Policy Program**

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

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

GLOSSARY (cont'd)

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

GLOSSARY (cont'd)

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

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

**December 1, 2022  
Hybrid Meeting in Windsor, CO**

**Voting Members Present:**

Will Karspeck – Chair	-Berthoud
Scott James – Vice Chair	-Weld County
Elizabeth Austin	-Milliken
Kathleen Bracke	-Transportation Commission
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Jessica Ferko	-APCD
Liz Heid	-Eaton
Jon Mallo	-Loveland
Troy Mellon	-Johnstown
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

**Voting Members Absent:**

Fil Archuleta	-Garden City
Frank Baszler	-Severance
Paula Cochran	-LaSalle
Lisa Laake	-Timnath

**MPO Staff:**

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

**In Attendance:** Dawn Anderson, Dan Betts, Rich Christy, Rick Coffin, Michelle Edgerley, James Eussen, Dana Hornkohl, Katrina Klobberdanz, Heather Paddock, Evan Pinkham, Jan Rowe, Robin Stoneman, Josie Thomas

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

**Public Comment:**

No public comment.

**Move to Approve Agenda and Minutes**

James **moved** to *APPROVE THE DECEMBER 1, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Bracke and **passed** unanimously.

Mellon **moved** to *APPROVE THE NOVEMBER 3, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair Karspeck opened the Air Quality portion of the meeting.

## **REPORTS:**

### Air Pollution Control Division (APCD)

Ferko stated APCD is hosting several listening and engagement sessions, including sessions on modernizing the stationary source data system, the upcoming rulemaking for Colorado's building performance standard rule, and the development of a statewide air toxics monitoring program pursuant to House Bill 22-1244. Ferko noted the December meeting of AQCC will include the request for rulemaking on Regulation 20 related to Advanced Clean Trucks (Act), Low NOx omnibus, and large entity reporting rules. The December AQCC meeting also includes the rulemaking hearing for the two ozone State Implementation Plans (SIPs).

### Regional Air Quality Council (RAQC)

A written report was provided.

### NFRMPO Air Quality Program Updates

Bornhoft explained APCD is proposing temporarily withdrawing the Motor Vehicle Emission Budgets (MVEBs) for the Severe SIP and further lowering the MVEBs for the Moderate SIP. NFRMPO staff support the proposals. Bornhoft noted the GHG IGA will be brought to Council for review in January and work on equity considerations for GHG mitigations is ongoing.

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

Chair Karspeck opened the MPO portion of the meeting.

## **REPORTS:**

### Report of the Chair

Chair Karspeck thanked Council members, NFRMPO staff, and Vice Chair James for their service.

### Executive Director Report

No report.

### 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.

## **CONSENT AGENDA:**

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

- FAML I Opt Out (*RESOLUTION NO. 2022-33*)
- Q3 2022 Unaudited Financials

## **ACTION ITEMS:**

### 2023 Officers Election

Chair Karspeck opened nominations for 2023 Council Chair and noted that according to bylaws the Chair must switch between Larimer and Weld counties.

*Clark **nominated** Vice Chair James for Chair. Vice Chair James was elected to 2023 Council Chair by acclamation.*

Chair Karspeck opened nominations for 2023 Council Vice Chair.

*Clark **nominated** Mallo for Vice Chair. Canonico **nominated** Stephens for Vice Chair. Mallo was elected 2023 Council Vice Chair by a ballot vote.*

### 2022 Public Involvement Plan (PIP)

Cunningham described the purpose of the 2022 PIP and explained four sets of comments were submitted during the 45-day public comment period. NFRMPO staff addressed the comments and links to a markup version and a clean version of the PIP are in the packet. The TAC recommended Planning Council approval of the 2022 PIP.

James **moved** to approve *RESOLUTION NO. 2022-34 ADOPTING THE 2022 NFRMPO PUBLIC INVOLVEMENT PLAN (PIP)*. The motion was **seconded** by Rennemeyer and **passed** unanimously.

### November 2022 TIP Amendment

Cunningham described the revision request from CDOT for the *North I-25: Design Build* project to reflect previously programmed and currently budgeted funds for the project. The revisions correct funding in the TIP and STIP entries but do not change actual funding going to project. The 30-day public comment period is open through December 8, 2022, and no comments have been received to date.

Rennemeyer **moved** to approve *RESOLUTION NO. 2022-35 APPROVING THE NOVEMBER 2022 TIP AMENDMENT TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

### Transportation Demand Management (TDM) Plan

Gordon provided background and an overview of the TDM Action Plan. Several of the recommendations of the Plan are already underway, such as the exploration of a regional Safe Routes to Schools and Safe Routes to Parks program by NoCo Bike and Ped, consideration of incorporating a TMO for the US34 corridor by the US34 Coalition, and next steps for LinkNoCo funded by MMOF. Gordon described the seven comments that were submitted during the public comment period and addressed in the final version of the Plan.

Mallo asked for detail on next steps for LinkNoCo. Gordon stated he is meeting with FTA next week to discuss LinkNoCo recommendations and ensure FTA processes are followed. As discussed with the US34 Coalition, a service development plan should be developed for the corridor to identify headways, locations for transit signal priority, etc.

Olson asked how success will be measured. Gordon explained metrics will be written into the contract for the TMO and other measures of success will be defined at the outset of each implementation activity.

Rennemeyer **moved** to approve *RESOLUTION NO. 2022-36 ADOPTING THE TRANSPORTATION DEMAND MANAGEMENT (TDM) ACTION PLAN*. The motion was **seconded** by James and **passed** unanimously.

## **DISCUSSION ITEMS:**

### FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Tasks Update

Karasko explained a task update is needed to account for the additional funding of \$167K approved by Planning Council in November with FY2023 Budget Amendment #1. No new tasks or products are being added to the UPWP. Karasko noted the increase for staff salaries will be distributed across all relevant tasks.

### FY2023-2025 Additional Allocations

Cunningham explained additional federal and state funds are available to award for FY2023 through FY2025 across five funding programs. The Infrastructure Investment and Jobs Act (IIJA) increased federal funding for the CMAQ, STBG, and TA programs beginning in FY2022. IIJA also established the Carbon Reduction Program (CRP), which provides funding for projects designed to reduce greenhouse gas (GHG) emissions from transportation. All FY2022 funds have been rolled into FY2023. A substantial amount of the available funding is current year (FY2023) funding.

A total of \$13.5M is available to award. There is a total of \$11.6M in unfunded requests for waitlisted or unfunded projects from the two most recent NFRMPO Calls for Projects. The additional federal funds could be awarded to some or all of the waitlisted and unfunded projects.

Cunningham explained the process for awarding additional funds, which is outlined in the TIP and the relevant Call's guidelines, provides funding to waitlisted projects if funding becomes available within the applicable funding program and funding year.

NFRMPO staff propose to award funds to waitlisted and unfunded projects regardless of the funding program to which the project was originally submitted. This approach will enable obligation of current year funding more quickly. Projects recommended to receive funds from a different funding program have been screened for eligibility by NFRMPO staff. The recommendation to include unfunded projects was made by the TAC.

Cunningham provided details on the three unfunded projects from the MMOF Call for Projects and listed the 12 projects proposed to receive funding. All but one of the projects would be fully funded. Larimer County agreed to a slightly lower funding award for the *North LCR 17 Expansion* project due to funding year availability and match requirements.

James asked if CRP has any performance standards or requirements. Cunningham stated CRP requires the project to reduce GHG emissions. Staff is recommending awarding CRP funds to projects with unfunded requests from the MMOF Call because GHG reductions were evaluated for MMOF applications. Reporting requirements for CRP may be developed as part of CDOT's forthcoming Carbon Reduction Strategy, which is federally required to be developed in partnership with MPOs by November 2023. Council members discussed leveraging the GHG work already conducted in the state to minimize duplication.

James asked if the state MMOF program and federal CRP have the same requirements, which could provide flexibility to projects. Cunningham stated the programs are very similar and suggested for FY2026 and beyond the NFRMPO could hold a super call with all funding programs to improve the fit between projects and funding programs.

Bracke asked if funding is needed for Poudre River Trail connections on either side of North I-25. Cunningham and Mallette believed the trail connections are funded and will send details to the Councilmembers following the meeting.

Cunningham noted the staff proposal to award funds regardless of funding program has support from the TAC. With this proposal, all available CMAQ and TA funds would be awarded. A mini-Call would be held to award the remaining funding, which is mostly FY2025 funding and includes \$679K STBG, \$347K MMOF, and \$1M CRP.

## **COUNCIL REPORTS:**

Transportation Commission – Bracke stated the Bustang Outrider service launched between Sterling and Denver and Sterling and Greeley. Transportation Commission (TC) discussed budget at last month's meeting and final review of the budget is in March. The State Demography Office presented at STAC on the slowing population growth rate, decline in workforce age population, and high telework rates. A robust discussion was held on the TAP program at STAC. Bracke noted CDOT has a wide range of safety messages which can be leveraged by local governments and partners to promote safety. The TC's December meeting is on Wednesday only and includes a decision on delivery of North I-25 Segment 5 and opportunity for public comment on that item.

CDOT R4 Update – Paddock noted the State is not proceeding to phase 3 for the public-private partnership (P3) Roadis/ "I-25 Now" proposal which would have entailed issuing an RFP. Paddock provided additional detail on the TC's decision item in December on how North I-25 Segment 5 will be delivered. Two options are being considered, including retaining the existing contractor who was hired before the accountability and transparency guidelines of SB260 were passed or start over with a new project delivery selection matrix. Paddock reported Region 4 has good staffing levels for maintenance. Paddock recommended using the CO Trip app to view the location of plows and see which roadways have been plowed.

STAC Report – A written report was provided.

Colorado Transportation Investment Office (CTIO) – A written report was provided. Mallette noted Gutierrez will attend the Planning Council meeting in January and future meetings when there are major items to report.

I-25 Coalition – James noted a meeting will not be held in December.

James stated he will provide public comment at the December TC meeting to advocate for retaining the existing contractor for North I-25 Segment 5. Rebidding the project would incur a mobilization cost and a delay of six months to two years, and he noted SB260 had not been passed when the contractor was selected. Olson stated delaying the project would increase costs substantially due to 7% annual inflation in construction costs. Bracke supports completing the project quickly and at a lower cost to address safety issues on the corridor.

Stephens asked if CDOT will seek federal grants for Segment 5. Bracke stated CTIO's decision creates clarity for next steps and means applying for federal funding makes sense. Paddock stated the project is a great candidate for INFRA/MEGA and expects to apply next year.

Council members discussed how to present concerns to the TC. Mallette will send out bulleted talking points for communities wishing to submit a letter or provide public comment at the TC meeting. In addition, NFRMPO staff will develop a letter from the Planning Council for the Chair's signature.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated NAAPME will meet on December 7, 2022.

Front Range Passenger Rail District – Olson stated Andy Karsian was selected as General Manager for the FRPRD. The board retreat will occur December 8-9, 2022.

Host Council Member Report – Rennemeyer reported Windsor is adding at least 150 parking spots in the downtown area. Future Legends is moving forward. Windsor is expanding its wastewater treatment facility this year for \$50M. The bond mill levy passed in November will fund a new middle school, which will be built north of the Windsor Public Works Complex and will alleviate traffic on Main Street. A new police facility will also be built north of the Public Works Complex.

Herrera stated work to widen a section of SH392 is complete; however, work will continue on the south shoulder to replace a 24" transmission line. Next year Windsor will pursue 90% design for widening SH392 between Highland Meadows Parkway and Colorado Boulevard. Construction drawings are finalized for the SH257 and Eastman Park drive intersection and groundbreaking is expected in spring 2023. Traffic Engineer Eric Bracke is developing a roadway safety program to identify traffic safety issues. Windsor is updating its roadway impact fee and will conduct outreach with developers in 2023.

### **EXECUTIVE SESSION:**

Chair Karspeck requested a motion to enter an Executive Session.

Rennemeyer **moved** the Council enter into an Executive Session pursuant to C.R.S. §24-6-402(4)(f), regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies. The motion was **seconded** by James and **passed** unanimously.

Chair Karspeck initiated a 5-minute recess at 7:32 p.m.

Council entered Executive Session at 7:42 p.m. The Session ended at 8:18 p.m.

### **MEETING WRAP-UP:**

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:18 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: January 5, 2023**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### Ozone SIP Approval

The Air Quality Control Commission (AQCC) approved the 2015 Moderate Ozone SIP and associated rule revisions at their December meeting, which included the adoption of new Motor Vehicle Emission Budgets (MVEBs). As reported last month, the MVEBs in the 2008 Severe Ozone SIP were temporarily withdrawn to allow time to update the attainment demonstration after discovering an error in the estimated emissions from oil and gas pre-production activities. The RAQC and APCD will update the analysis for the 2008 Severe Ozone SIP and repropose it to the AQCC in 2023. The delay in adoption of MVEBs for the Severe SIP will not impact conformity determinations in 2023.

#### Ozone Planning

APCD is holding an ozone public listening session on Thursday, January 26, 12:30-2:00 pm to kick off stakeholder engagement on ozone analyses and reduction strategies. Registration is available at <https://us06web.zoom.us/meeting/register/tZltc-ytrjkoEtLB4YglwaJaX8NhU-blblqr>. The RAQC is resuming its Control Strategy Committee with a meeting on Wednesday, January 18. NFRMPO staff will engage in both ozone stakeholder processes.

#### Greenhouse Gas (GHG) Transportation Planning Standard

The Intergovernmental Agreement between NFRMPO, CDOT, and CDPHE on modeling for the GHG Planning Standard remains in development. Due to delays, the IGA will be brought to Planning Council for review at the meeting on February 2, 2023 instead of at the meeting on January 5, 2023.

At their meeting on December 14, 2022, the Transportation Commission (TC) approved an amendment to [Policy Directive \(PD\) 1610: Greenhouse Gas Mitigation Measures](#) identifying that an equity standards document will be developed to specify how to measure benefits of GHG mitigations to Disproportionately Impacted (DI) Communities. In 2023, NFRMPO staff will engage with CDOT in development of the equity standards document.

### 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  
December 21, 2022**

**APPROVAL OF THE NOVEMBER 16, 2022 TAC MINUTES**

Oberschmidt moved to approve the November 16, 2022 TAC minutes. Relford seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Chuang reported the State Implementation Plans (SIPs) were approved by the AQCC and will move to the legislature and EPA for final approval. The RAQC will restart the Control Strategies Committee meetings in 2023. Bornhoft noted the Transportation Commission made an amendment to PD1610 to address impacts to Disproportionately Impacted (DI) communities. Bornhoft stated an IGA is in progress between CDPHE, CDOT, and the NFRMPO on GHG modeling, a draft of which is anticipated to be taken to Planning Council in February.

**METROPOLITAN PLANNING ORGANIZATION AGENDA**

**CONSENT AGENDA**

**FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task Updates** - Relford moved to approve the Consent Agenda. Hornkohl seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**Election of 2023 TAC Officers** – White nominated Eric Tracy for Chair, Relford seconded the motion which, was approved unanimously. McDaniel nominated White for Vice-Chair, Oberschmidt seconded the motion, which was approved unanimously.

**FY2023-2025 Additional Allocations** – Cunningham reviewed the Additional Allocation proposal which includes fully funding all projects from the previous two Calls for Projects with \$2,049K to be awarded in a separate call. TAC discussed setting project level maximum requests for future Calls. Oberschmidt moved to recommend Planning Council approval of the FY2023-2025 Additional Allocations. Hornkohl seconded the motion, which was passed unanimously.

**PRESENTATION**

**HSIP Application Process** – David Swenka, CDOT, reviewed the purpose and requirements for the Highway Safety Improvement Program (HSIP). The Notice of Funding Opportunity (NOFO) was released on December 16, 2022 with \$2.9M available to be awarded to local agencies in CDOT Region 4 for State Fiscal Year (FY)2026. Swenka reviewed the evaluation criteria for two different project types including examples from previously awarded projects. HSIP applications are due in February 2023. Applications will be screened and evaluated by CDOT Region 4 and Headquarters staff and award notices will be issued in April 2023.

**DISCUSSION ITEMS**

**2019-2023 NFRMPO Targets for Safety Performance Measures** – Cunningham reviewed the requirements for setting targets for safety performance measures. Targets must be data driven and set annually based on a five-year average. Cunningham presented crash trends for Colorado and the NFRMPO and identified data issues. TAC discussed the crash trends and the interplay between the Federally required safety performance measures and the NFRMPO goal of Moving Towards Zero Deaths. Cunningham stated the NFRMPO may support the Statewide targets or set regionally specific targets. The NFRMPO must adopt the safety performance targets by February 27, 2023.

**PM2: Pavement and Bridge Condition and PM3: System Performance** – Rouser outlined Federally required performance measures which the NFRMPO is required to set targets for the second performance period covering 2022-2025. Rouser presented the PM2 and PM3 targets set by CDOT on October 1, 2022 and noted the NFRMPO has the option to support the statewide targets or set regionally specific targets. The NFRMPO must adopt targets for the second performance period by March 30, 2023.

**Weld County Mobility Committee (WCMC)—MINUTES**  
**December 13, 2022**  
**1:34 p.m. – 3:07 p.m.**

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**1. Call Meeting to Order, Welcome and Introductions**

- Kathi Sargent, Arc of Weld County
- Leiton Powell, Greeley-Evans Transit
- Sheri Hannah-Ruh, United Way of Weld County
- Janet Bedingfield, 60+ Ride
- Celeste Ewert, Envision
- Margie Martinez, United Way of Weld County
- Dan Betts, Rep. Buck's Office
- Robyn Upton, WAND
- Olga Maria Gonzalez, WCDPHE
- Nichole Seward, Weld County AAA
- Steve Teets, WAND

NFRMPO staff: Cory Schmitt, Hanna Johnson, Alex Gordon

**2. Review of Agenda**

**3. Public Comment (2 minutes each)**

None.

**4. Approval of June 2022 Meeting Minutes**

Bedingfield motioned to approve the August minutes. Ewert seconded the motion, and it was approved unanimously.

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**PRESENTATION & DISCUSSION**

**1) TDM Action Plan and TMO Next Steps**

Gordon

Gordon gave an update on the Transportation Demand Management (TDM) Action Plan and the next steps developing a Transportation Management Organization. Gordon outlined the background of the NFRMPO's TDM Plan and the plan's goals. Teets asked why the state's Employee Traffic Reduction Program (ETRP) did not pass the state legislature. Gordon outlined the pushback from the business community, funding gaps, and concerns about the rollout for this program; there was not a state legislator who was championing (primary sponsorship of) this bill.

The NFRMPO TDM Action Plan was approved a few weeks ago. Goals from this Action Plan are outlined in the [slides](#), including: data, investment, partnerships, communication, and enhancing regional TDM programming. Teets would like to have a copy of the [TDM Action Plan](#); he also asked if a RTA/RTD (Regional Transit Area/Regional Transit District) could help achieve these goals? Gordon shared that the next steps include a US34 Coalition TMO, RideNoCo Trip Discovery Tool, Safe Routes to School, Outreach – NoCo Shift Your Ride, and Resource Development. Teets noted that Safe Routes to School has a national grant; he asked how much that grant will be each year since there is no Safe Routes to School program in Greeley/Evans. Gordon stated that the grant is on a two-year cycle, and this discussion started a little late to apply for this round of funding. Powell noted that the local school



district is a planning something for Bella Romero and Prairie Heights schools. Gordon noted that the US34 TMO would run from Estes Park to Kersey to improve TDM outcomes along the corridor. Teets asked when the US34 Coalition and the US85 Coalitions meet; Gordon noted that US34 meets quarterly before the NFRMPO meetings, and the next meeting is in January; he is not sure about US85 Coalition meeting times. [Slides](#) are included in the meeting packet.

### **RIDENOCO UPDATE**

Schmitt shared updates regarding the NFRMPO mobility program and RideNoCo. The Trip Discovery Tool will be on the RideNoCo website very soon – likely by the end of the year. In 2022, a Trip Scheduling Steering Committee found that providers are happy with their software or needed a software that was heavily tailored to their specific needs. Teets asked what the North 40 Mountain Alliance is? Cory outlined that N40MA is a non-profit to address community needs in the Red Feather Lakes area, including transportation. Teets asked how Kersey, Johnstown, Milliken will be involved; Schmitt noted that RideNoCo serves all of Larimer and Weld Counties; the TDS project will allow RideNoCo to seamlessly send client information to 60+ Ride who serves those areas. In 2023 RideNoCo will convene a volunteer provider working group to further coordinate. Schmitt outlined the mobility accomplishments of 2022 in Weld County. [Slides](#) are included in the meeting packet.

### **DISCUSSION ITEMS**

#### **3) Mobility Case Studies**

All

Johnson shared several RideNoCo Call Center Case Studies:

Case Study 1: An Older Adult needs transportation from Greeley to the Anschutz Medical Campus in Aurora in 3 days.

- Teets noted that a veteran needed to get to the VA in Aurora; this is why there is a need for more regional transit.
- Seward asked if this person was on Medicaid; Johnson noted that they are not.
- Bedingfield shared that a ride in only 3-days is a challenge; hopefully in a month or two they would be able to tap into their expanded volunteer network for this ride. They currently have an urgent needs team. She also notes that the longer the ride, the more important a relationship is between the rider and the volunteer drivers; when there is a relationship, it is easier for 60+ Ride to find a driver. The urgent teams can help “short notice” rides in certain situations particularly if the late notice is not the fault of the requesting rider. 60+ Ride Volunteer Drivers take people to Cheyenne, Longmont, Denver, Fort Collins, etc. They would need to already be a client to service a “short notice” ride due to reimbursement and liability reasons. They can try to expedite the application process in an urgent situation.
- Schmitt noted that a solution is to sign up for services ahead of time before they are needed to ensure they have an option before it is needed. Teets noted that in Larimer County, they have transit to Denver (Flex and Bustang) and Weld County needs more transit options. Bedingfield found a coordinated solution with multiple transportation providers to help a woman in Ault get to Colorado Springs for a funeral.



- Ewert noted that she is currently texting a friend who uses a wheelchair and needs a ride this upcoming Sunday for a funeral – GET services are closed in the afternoon when she needs the ride.

Case Study 2: Ault resident needs stretcher transportation to and from Northern Colorado Medical Center. Fire Department was the only solution and billed through insurance. Are there other institutional programs? Powell noted that potentially Banner Paramedics. He isn't sure for UC Health and how they've changed. Powell noted that UC Health may be taking Greeley/Evans, LaSalle areas while Banner may be servicing in the outlining areas of Weld County. Powell may have a contact and will reach out. Teets asked if Powell will have UC Health contacts; Powell doesn't right now but will see if he can find someone in his network.

#### **4) Post-Anesthesia/Sedation Transportation**

All

Johnson and Schmitt asked the group if transportation providers have policies regarding post-anesthesia and sedation transportation.

Bedingfield said that 60+ Ride can give transportation to the appointment, but not from the appointment if sedation/anesthesia is involved. She has talked briefly about a possible program where the Area Agency on Aging (AAA) funds 60+ Ride to hire a CNA to go along with the driver. There is an added logistical layer of people who need someone with them when they get home, and she isn't sure how to address that problem. 60+ Ride does not currently provide rides to day surgery discharges; they can only provide transportation days after the surgery when the patient is not under anesthesia anymore. She also notes that 60+ Ride can provide transportation for care takers. Teets recommended asking what DRCOG and Boulder County peers are doing in these situations.

Seward noted that Squad One is a great option and may be a good provider to reach out to and get their information into the provider's guide. Powell notes that Squad One is the community paramedic program; the best way to reach them is to contact the non-emergency line and request Squad One. Powell said that he could request that Darren with Squad One present to WCMC.

#### **5) 2023 Calendar and Goals**

All

Schmitt and Johnson shared the 2023 calendar meeting dates with the group and the survey results. The combination of the Larimer and Weld County Mobility Committees will be called the "Northern Colorado Mobility Committee". Martinez noted that "NCCMC" is already the acronym for the North Colorado Medical Center so maybe "NoCoMC" would be more appropriate to avoid confusion. Bedingfield noted that this name helps include other Northern Colorado communities to the table outside of Larimer and Weld Counties.

### **WORK GROUPS**

#### **6) Outreach and Education Working Group –**

Johnson

##### **a. Travel Training Program**



Johnson shared details of the RideNoCo Travel Training program. Teets had an idea to do a Denver ride through Bustang. Is it possible to put a Bustang travel training and experiential events too. More details are outlined in these [slides](#). Johnson encouraged the group to email with any feedback – [hjohnson@nfrmpo.org](mailto:hjohnson@nfrmpo.org).

### **GREELEY EVANS TRANSIT NEWS AND UPDATES**

Powell shared that starting January 1<sup>st</sup> the City of Greeley will be restructuring and relabeling many departments; Greeley Evans Transit will now be identified to “Mobility Services”; Powell will be Mobility Operations Supervisor, Michelle Johnson will be Mobility Manager, and there will be a job opportunity for a Mobility Coordinator. They are going to move forward to find a new transportation software option. It may be Trip Spark. Powell will be giving a Defensive Driver presentation at the SWATA conference in Aurora.

### **WCMC MEMBER UPDATES**

Teets notes that the WAND group wants to bring together a conference on housing and homelessness; they are working with United Way, Weld County, and the City of Greeley. They want to discuss affordable housing and keeping people in their homes. He also wanted to ask if NFRMPO staff can report wider Planning Council information to the WCMC and LCMC. Schmitt noted that we could put together a handout or ensure to find ways to keep mobility committees up to date on Planning Council business.

Bedingfield noted that 60+ Ride has been awarded funding for a wheelchair accessible van and operating funds. Weld County has asked them to request a van to expand their services to adults with disabilities.

### **Final Public Comment (2 minutes each)**

None.

### **Next Month’s Agenda Topic Suggestions**

Powell suggested bringing Squad One to a WCMC meeting.

### **Upcoming Meetings:**

- 1. Upcoming Meetings:**
  - a. Northern Colorado Mobility Committee – February 28<sup>th</sup>– 1:00-3:30 pm**
  - b. Weld County Mobility Committee – March 28<sup>th</sup>– 1:30 to 3 pm**

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

December 8, 2022

**Attendees:** York, Cindy Beemer, Gary Strome, Louisa Andersen, Diego Lopez

**Staff:** Alex Gordon, AnnaRose Cunningham

**Roadway Safety**

Cunningham reviewed Complete Streets, the NFRMPO's Safety – Towards Zero Deaths, locations of crashes within the NFRMPO region, the number and rates of serious injury and fatal crashes, National Roadway Safety strategy (Safe Systems Approach) focusing on addressing serious injury and fatal crashes, how safety is funded and addressed in the Infrastructure Investment & Jobs Act (IIJA), the federal performance measures for which the NFRMPO must set targets, and how the NFRMPO is proactively getting better data with the Bike and Ped Safety Reporter Tool. Cunningham explained the Vulnerable Road Users Special Rule, which requires states with more than 15 percent of fatal crashes involving a cyclist or pedestrian to spend Highway Safety Improvement Program (HSIP) funds on projects that benefit vulnerable road users. The Safe Streets and Roads for All (SS4A) grant program will help communities address safety issues through action planning and implementation grants. Cunningham reviewed countermeasures and their incorporation into the Project Scoring for NFRMPO Calls for Projects.

Beemer asked if the national numbers were rates or raw numbers after Cunningham noted that 42,000 people died on US roads in 2021. Cunningham stated the national numbers are raw numbers, while the region accounts for raw numbers and rates. York asked if the crash data included crashes that were not reported to law enforcement. Cunningham responded the crashes are the ones reported to the Department of Revenue. York asked when data is analyzed in the Safe System approach. Cunningham responded part of the Safe System Approach is analyzing data to address similar types of intersections or crash types, not just at one intersection. Beemer asked if driver data is also analyzed. Cunningham responded education campaigns or focused interventions can be designed to address driver-related factors, including an example from Lakewood where they plan to change streetlighting to improve drivers' sightlines. Andersen asked if the data delineates between the vulnerable user and motorists. Cunningham noted the data the NFRMPO receives does not necessarily give all the details.

**2023 Meeting Dates and Topics**

Cunningham asked if the group would prefer to continue holding meetings on the second Thursday of each month. York noted he has conflicts coming up. Cunningham reviewed suggestions for 2023 meeting dates and topics. Other attendees noted the night works. Cunningham will follow up with other members. Topics for 2023 include the 2050 RTP, Land Use Model, the Congestion Management Process (CMP), and emerging transportation trends. York suggested discussions of active transportation and making progress on that network as well as updates on the Front Range Passenger Rail District.

The meeting adjourned at 7:21 p.m.



January 5, 2023

To: NFRMPO Councilmembers  
From: Suzette Mallette, Executive Director  
Re: Goals for 2023

The year 2022 has seen the progression of the goals set out for the year as well as the first successful Greenhouse Report to the Transportation Commission. With the passage of the new federal transportation authorization, IIJA or BIL, there are new federal requirements that are now being rolled out.

The first goal for 2023 addresses two requirements in IIJA to use 2.5% of the PL funds on complete streets and address safety. Complete Streets strategies often address safety issues which we think will tie together well. In 2020, the Planning Council adopted a resolution 'NFRMPO Safety Vision: Towards Zero Deaths' committing to further prioritize safety planning. In addition to segregating Complete Streets work, the MPO would like to develop a safety plan that will allow the region to target areas of concern, update safety in the calls for projects and implement complete streets processes in the regional transportation plan (RTP) and other planning activities.

The second goal is also out of IIJA. We have a new planning emphasis area, "requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns)". There is little to no federal guidance on either of these two items, but we need to address them in the RTP that is due in the fall of 2023.

The third goal is a carryover from last year and it is to incubate a TMO in the NFRMPO which is in initial discussions on US 34 between Kersey and Loveland with the potential to include Estes Park. Additionally, the TDM plan will move into implementation as it switches to the Mobility Team.

I'm also continuing my professional affiliation with the National Association of Regional Councils (NARC).

The Executive Committee recommended approving these at their December 22, 2022, meeting.

**ACTION:**

The Executive Director seeks Council approval of these goals for 2023.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item		Submitted By											
January 5, 2023 Fort Collins	FY2023-2025 Additional Allocations		AnnaRose Cunningham											
<b>Objective/Request Action</b>														
To approve the FY2023-2025 Additional Allocations.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action											
<b>Key Points</b>														
<p>The NFRMPO's most recent Calls for Projects awarded CMAQ, STBG, and TA funds out to FY2025 and MMOF funds out to FY2023. The funding amounts awarded in the 2021 Call for Projects was based on available funding reflected in the quarterly reconciliation from CDOT Region 4, dated July 2021. Funding levels for the MMOF call were based on the currently available funding for FY2022-2023 provided by CDOT in April 2022.</p> <p>On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into Law. IIJA increased funding apportionments to the NFRMPO's three existing federal funding programs (CMAQ, STBG, and TA) as well as added new funding through the Carbon Reduction Program (CRP). Details about CRP may be found in <b>Attachment 1: Carbon Reduction Program (CRP) – NFRMPO Information Sheet.</b></p> <p>Based on the October 2022 Reconciliation, the NFRMPO has the following funding amounts available for allocation for the years FY2023-2025:</p>														
<b>Funding Available – FY2023-2025:</b>														
<table border="1"> <thead> <tr> <th>CMAQ</th> <th>STBG</th> <th>TA</th> <th>CRP</th> <th>MMOF</th> </tr> </thead> <tbody> <tr> <td>\$5,895,021</td> <td>\$2,140,100</td> <td>\$786,974</td> <td>\$3,129,196</td> <td>\$1,595,600</td> </tr> </tbody> </table>	CMAQ	STBG	TA	CRP	MMOF	\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600				
CMAQ	STBG	TA	CRP	MMOF										
\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600										
<p>The 2021 Call for Projects and the 2022 MMOF Call for Projects awarded funds to eligible projects as well as created waitlists for each funding program.</p>														
<b>Waitlisted/Unfunded Project Amounts – FY2023-2025:</b>														
<table border="1"> <thead> <tr> <th>CMAQ</th> <th>STBG</th> <th>TA</th> <th>CRP</th> <th>MMOF</th> </tr> </thead> <tbody> <tr> <td>\$1,838,579</td> <td>\$1,258,985</td> <td>\$987,888</td> <td>N/A</td> <td>\$7,529,509</td> </tr> </tbody> </table>	CMAQ	STBG	TA	CRP	MMOF	\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509				
CMAQ	STBG	TA	CRP	MMOF										
\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509										
<p>The NFRMPO currently has a total of <b>\$13,546,891</b> in federal funding available for allocation and <b>\$11,615,961</b> in waitlisted and unfunded project amounts. With the funding available, the NFRMPO could fully fund all projects which applied for funding in both the 2021 Call for Projects and the 2022 MMOF Call for projects. Any remaining additional funding will be awarded through the Call for Projects process.</p>														
<p>The waitlist process, as outlined in the relevant Call's guidelines, specifies a project which has waitlisted funding is eligible for additional allocations if additional funding becomes available for the funding program and in the funding year coinciding with the Call the project was originally awarded in.</p>														
<p>Due to the influx of funding from IIJA, the NFRMPO has a significant amount of FY2023 funds available (federal fiscal year 2023 runs from July 1, 2022 to June 30, 2023). Additionally, the funds listed for FY2023 also include FY2022 funds which have been rolled into FY2023. To allow for the utilization of the federal funds in a timelier manner, the NFRMPO has outlined a proposal for awarding waitlisted and unfunded projects current fiscal year funding regardless of the funding program originally awarded the project. The proposed allocations for each funding program are outlined in the tables in <b>Attachment 2.</b></p>														

## Committee Discussion

- TAC discussed the FY2023-2025 Additional Allocations at their meeting on November 16, 2022 and recommended NFRMPO staff include the unfunded projects from the 2022 MMOF Call for Projects in the funding proposal. TAC members reviewed the updated tables and provided feedback prior to the Planning Council discussion.
- Planning Council discussed the FY2023-2025 Additional Allocations at their meeting on December 1, 2022 and indicated support for the TAC and Staff recommendation.

## Supporting Information

- Prior to the 2021 Call for Projects, the NFRMPO Planning Council agreed to set-aside \$5M CMAQ FY2025 for the North I-25. Due to an immediate need by CDOT, the set-aside of CMAQ funds was swapped for FY2023 MMOF funds in May 2022, freeing up the \$5M CMAQ funds to be awarded through the Call process by the NFRMPO.
- The NFRMPO Planning Council approved a set-aside of \$100,000 Federal MMOF for NFRMPO Travel Demand Model Location Based Services data. In October 2022, the NFRMPO found the funding which was to be used for data procurement though CDOT was no longer needed. The funding has been added to the total MMOF funding available for allocation.
- Due to the availability of earlier fiscal year funding, NFRMPO staff worked with two project sponsors to advance funds originally awarded in FY2024 and FY2025 to FY2023. This frees up later fiscal year funding to be awarded to projects which have not begun the coordination process with CDOT.
  - *College & Trilby Intersection Improvements* - Advancing \$1,073,771 STBG from FY2024 to FY2023
  - *Willow Bend Trail* - Advancing \$258K/\$259K originally awarded in FY2024/FY2025 to FY2023/FY2024.
- Carbon Reduction Program (CRP) Guidance Highlights
  - Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the 2045 RTP or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the 2021 Active Transportation Plan (ATP)
  - Projects awarded funding under the CRP must demonstrate a reduction of transportation emissions.
  - Projects listed under the proposal for allocation to the CRP program listed in **Attachment 2** demonstrated emissions reductions during the 2022 MMOF Call for Projects.
- For additional information on each project, please see the original project applications, which are available at this link:  
<https://www.dropbox.com/scl/fo/rh899theta7jbr6kzvnd4/h?dl=0&rlkey=339ucq84fjwqhdsb6w8jrg47l>
- Following discussions of the additional allocations, the NFRMPO will have additional funds to award to the remaining federal and state funds. Guidelines from the 2021 Call for Projects and 2022 MMOF Call for Projects will need to be updated based on new guidance from IIJA for federal funding programs, including the addition of the CRP, as well as feedback solicited from TAC following the 2021 and 2022 Calls for Projects.

## Advantages

- The attached proposal allocates funding to be utilized in a timely manner.

## Disadvantages

- The proposed allocations fall outside the normal process for awarding waitlisted funding through NFRMPO Calls for Projects and the FY2023-2026 Transportation Improvement Program (TIP).

### Analysis/Recommendation

- At their meeting on December 21, 2022, TAC recommended Planning Council approval of the FY2023-2025 Additional Allocations, fully funding all waitlisted and unfunded projects by leveraging all funding programs.

### Attachments

- **Attachment 1:** Carbon Reduction Program – NFRMPO Information Sheet
- **Attachment 2:** Additional Allocation Tables
- ***Resolution 2023-01***

## Carbon Reduction Program (CRP) – NFRMPO Information Sheet

### Available Funding

Program	FY2023	FY2024	FY2025	Federal Funding Subtotal
CRP	\$1,533,619	\$789,890	\$805,687	<b>\$3,129,196</b>

### Eligible Applications

Eligible applicants include Metropolitan Planning Organizations (MPOs), State or local transportation departments, transit providers, and any other organization that can accept Federal transportation funds. Non-profits and private sector entities may partner with an eligible applicant to complete a project.<sup>1</sup>

### Eligible Project Types

The purpose of CRP funding is to reduce transportation emissions by funding projects designed to reduce transportation emissions. As established under the CRP, transportation emissions means ‘carbon dioxide emissions from on-road highway sources of those emissions’.

Projects must not require the issuance of a vehicle Buy America waiver for implementation.

Eligible project types may include:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies

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<sup>1</sup> “Public-Private Partnerships”, **FHWA-HEP-18-017**,

[https://www.fhwa.dot.gov/Environment/air\\_quality/cmaq/reference/public-private\\_partnerships/](https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/), 2017

- a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to everything (C-V2X) technology;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy;
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project to support deployment of alternative fuel vehicles, including:
  - the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

#### 4 Project Requirements

All CRP projects must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the *2045 RTP* or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the *2021 Active Transportation Plan (ATP)*

- Roadway projects must be on a federal-aid eligible roadway. Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.<sup>2</sup>
- Local match of 17.21 percent
- Address at least one federally required Performance Measure
- Consistent with the *2045 RTP* Corridor Visions
- Project is within the NFRMPO Boundary
- Comply with applicable local land use plans or current corridor studies
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- **Project does not require the issuance of a vehicle Buy America waiver**
- ITS projects must conform to the Statewide ITS Architecture<sup>3</sup> and Region 4 ITS Plan<sup>4</sup> as required by 23 CFR 940<sup>5</sup> and the CDOT Region 4 Smart Mobility Regional Plan<sup>6</sup>.

For additional information on the CMAQ program, view the Bipartisan Infrastructure Law (BIL) CRP Fact sheet at [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm).

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<sup>2</sup> 23 CFR 470, [https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470\\_1103](https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103), 1997.

<sup>3</sup> CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

<sup>4</sup> CDOT Region 4 ITS Plan, <https://nfrmpo.org/wp-content/uploads/Final-Region-4-ITS-Plan-Update-061120.pdf>, June 2020.

<sup>5</sup> 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001

<sup>6</sup> CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation  
FY20202-2025 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on March 3, 2022

<b>Additional FY23-25 funding total:</b>	<b>\$5,895,021</b>
FY23 Funds:	\$403,816
FY24 Funds:	\$178,029
FY25 Funds:	\$5,313,176

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded CMAQ Request	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Greeley	35th Avenue Adaptive Signal Control Technology	\$604,662	\$604,662	\$0	1	-	\$604,662	-	-	\$ -
Fort Collins	Mulberry Street Traffic Signal Synchronization	\$440,000	\$440,000	\$0	2	-	\$440,000	-	-	\$ -
Loveland	US287 Signal Coordination Improvements	\$620,925	\$620,925	\$0	3	-	\$620,925	-	-	\$ -
Fort Collins	On Route Battery Electric Bus Chargers	\$1,598,675	\$1,598,675	\$0	4	-	\$1,598,675	-	-	\$ -
Loveland	<a href="#">COLT Bus Replacement/Expansion</a>	\$1,843,825	\$1,774,681	\$69,144	5	-	\$1,774,681	-	\$69,144	\$ -
Fort Collins	<a href="#">Power Trail Harmony Grade Separated Crossing</a>	\$500,000	\$0	\$500,000	6/ MMOF	-	-	-	\$2,700,000	\$ -
Weld	<a href="#">WCR 74 and WCR 31 Roundabout</a>	\$1,269,435	\$0	\$1,269,435	7	-	-	-	\$1,269,435	\$ -
<i>Greeley/ CDOT</i>	<i>US34 Regional Mobility Hub (MERGE)</i>	<i>\$7,000,000</i>	<i>\$5,000,000</i>	-	<i>MMOF</i>	-	-	-	<i>\$1,856,442</i>	<i>\$ -</i>
<b>Total</b>		<b>\$6,877,522</b>	<b>\$5,038,943</b>	<b>\$1,838,579</b>	-	<b>\$0</b>	<b>\$5,038,943</b>	<b>\$0</b>	<b>\$5,895,021</b>	<b>\$0</b>

Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

<b>Remaining CMAQ Funds</b>	<b>\$0</b>
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**Proposed Additional Allocations based on CDOT's September 7, 2022 Reconciliation  
FY2023-2025 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on March 3, 2022

<b>Additional STBG funding total:</b>	<b>\$2,140,100</b>
FY2023:	\$1,073,771
FY2024:	\$423,666
FY2025:	\$642,663

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded STBG Requests	Rank *	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Fort Collins	College & Trilby Intersection Improvements*	\$3,616,462	\$3,616,462	\$0	1	\$1,644,828	\$1,971,634	\$0	\$0	\$0
Windsor	Eastman Park Ultimate Intersection & RR Crossing	\$1,705,000	\$1,705,000	\$0	2	\$1,705,000	\$0	\$0	\$0	\$0
Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	\$1,419,409	\$1,419,409	\$0	2	\$0	\$841,520	\$577,889	\$0	\$0
Loveland	US 34 EB Widening Construction	\$1,646,728	\$1,646,728	\$0	5	\$0	\$0	\$1,646,728	\$0	\$0
Evans	37th Street Widening Phase 3	\$1,543,462	\$1,543,462	\$0	6	\$0	\$0	\$1,543,462	\$0	\$0
Severance	<a href="#">E Harmony Road/ WCR19 Intersection Improvements</a>	\$1,258,985	\$0	\$1,258,985	7	\$0	\$0	\$0	\$1,258,985	\$0
Severance	<i>Great Western Trail</i>	<i>\$300,000</i>	<i>\$0</i>	<i>-</i>	<i>TA</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$201,914</i>	<i>\$0</i>
<b>Total</b>		<b>\$11,190,046</b>	<b>\$9,931,061</b>	<b>\$1,258,985</b>	<b>-</b>	<b>\$3,349,828</b>	<b>\$2,813,154</b>	<b>\$3,768,079</b>	<b>\$1,460,899</b>	<b>\$0</b>

<b>Remaining STBG Funds</b>	<b>\$679,201</b>
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Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

\*College & Trilby Intersection Improvements - Advancing \$1,073,771 from FY24 to FY23

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation  
FY2023-2025 Transportation Alternatives (TA)**

Projects approved by Planning Council on March 3, 2022

<b>Additional TA funding total:</b>	<b>\$786,974</b>
FY2023:	\$380,185
FY2024:	\$202,885
FY2025:	\$203,904

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded TA Requests	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	\$85,264	\$85,264	\$0	1	\$85,264	\$0	\$0	\$0	\$0
Loveland	<a href="#">Willow Bend*</a>	\$603,624	\$518,360	\$85,264	2	\$0	\$258,536	\$259,824	\$85,264	\$0
CSU	Phemister Trail & Bridge	\$603,624	\$0	Withdrawn	3	-	-	-	-	-
Fort Collins	<a href="#">William Neil / Ziegler Intersection</a>	\$603,624	\$0	\$603,624	4	\$0	\$0	\$0	\$603,624	\$0
Severance	<a href="#">Great Western Trail</a>	\$300,000	\$0	\$300,000	5	\$0	\$0	\$0	\$98,086	\$201,914*
<b>Total</b>		<b>\$2,196,136</b>	<b>\$603,624</b>	<b>\$988,888</b>	-	<b>\$85,264</b>	<b>\$258,536</b>	<b>\$259,824</b>	<b>\$786,974</b>	<b>\$0</b>

Note: Projects in gray are ineligible for additional funding.

<b>Remaining TA Funds</b>	<b>\$0</b>
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\*Willow Bend - Advancing \$258K/\$259K originally awarded in FY24/FY25 to FY23/FY24. Awarding \$85K waitlisted funding.

\*\*Unfunded amounts proposed for funding under another funding program.

**Proposed Additional Allocations based on CDOT's Program Distribution May 17, 2022  
FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF)**

Projects approved by Planning Council on August 4, 2022

<b>Additional MMOF funding total:</b>	<b>\$1,595,600</b>
FY2023*	\$104,569
FY2024	\$406,273
FY2025	\$1,084,758

Project Sponsor	Project Name	Funding Request	MMOF Award	Unfunded MMOF Requests	Rank*	Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Johnstown	SH60 & Carlson Blvd Intersection Improvements	\$250,000	\$250,000	\$0	2	\$250,000	\$ -	\$ -	\$0	\$0
FortCollins	West Elizabeth Corridor Design	\$1,232,248	\$1,232,248	\$0	3	\$1,232,248	\$ -	\$ -	\$0	\$0
Weld	Weld County On Demand Transit	\$342,900	\$342,900	\$0	1	\$342,900	\$ -	\$ -	-	\$0
Loveland	COLT Route Expansion	\$461,592	\$461,592		4	\$461,592	\$ -	\$ -	\$0	\$0
Larimer County	Phemister Bridge and Trail	\$466,677	\$466,677	\$0	3	\$466,677	\$ -	\$ -	-	\$0
Loveland	<a href="#">Willow Bend</a>	\$1,728,396	\$1,200,000	\$528,396	2	\$1,200,000	\$ -	\$ -	\$0	\$0
Greeley/ CDOT	<a href="#">US34 Regional Mobility Hub (MERGE)</a>	\$7,000,000	\$5,000,000	\$2,000,000	1	\$5,000,000	\$ -	\$ -	\$143,558	\$1,856,442*
Windsor	<a href="#">11th St Multimodal Improvements</a>	\$740,394	\$450,000	\$290,394	6	\$450,000	\$ -	\$ -	\$0	\$0
Fort Collins	<a href="#">Siphon Overpass</a>	\$750,000	\$450,000	\$300,000	5	\$450,000	\$ -	\$ -	\$104,569	\$0
Fort Collins	<a href="#">Two (2) Electric bus on Route Chargers</a>	\$1,000,000	\$ -	\$1,000,000	7	\$ -	\$ -	\$ -	\$1,000,000	\$0
Fort Collins	<a href="#">Power Trail Grade Separated Crossing</a>	\$2,200,000	\$ -	\$2,200,000	8	\$ -	\$ -	\$ -	\$0	\$2,200,000*
Larimer County	<a href="#">North LCR 17 Expansion - Shoulder Widening</a>	\$1,210,719	\$ -	\$1,210,719	9	\$ -	\$ -	\$ -	\$0	\$1,210,719*
<b>Total</b>		<b>\$17,382,926</b>	<b>\$9,853,417</b>	<b>\$7,529,509</b>	-	<b>\$9,853,417</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,248,127</b>	<b>\$5,267,161</b>

Note: Projects in gray are ineligible for additional funding. Projects above the red line had waitlisted funding amounts, projects below the red line were unfunded.

<b>Remaining MMOF Funds</b>	<b>\$347,473</b>
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\*Unfunded amounts proposed for funding under another funding program.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation  
FY2023-2025 Carbon Reduction Program (CRP) Funding**

<b>CRP funding total:</b>	<b>\$3,129,196</b>
FY2023	\$1,533,619
FY2024	\$789,890
FY2025	\$805,687

<b>Project Sponsor</b>	<b>Project Name</b>	<b>Request</b>	<b>Award</b>	<b>Unfunded Requests</b>	<b>Original Funding Program</b>	<b>Proposed Allocation</b>	<b>Proposed Remaining Unfunded</b>
<i>Loveland</i>	<i>Willow Bend</i>	\$1,728,396	\$1,200,000	\$528,396	<i>MMOF</i>	\$528,396	
<i>Windsor</i>	<i>11th St Multimodal Improvements</i>	\$740,394	\$450,000	\$290,394	<i>MMOF</i>	\$290,394	
<i>Fort Collins</i>	<i>Siphon Overpass</i>	\$750,000	\$450,000	\$195,431	<i>MMOF</i>	\$195,431	
<i>Larimer County</i>	<i>North LCR 17 Expansion - Shoulder Widening</i>	\$1,210,719	\$0	\$1,210,719	<i>MMOF</i>	\$1,091,920	\$118,799
<b>Total</b>		<b>\$5,429,509</b>	<b>\$2,100,000</b>	<b>\$3,224,940</b>		<b>\$2,106,141</b>	<b>\$118,799</b>

<b>Remaining CRP Funds</b>	<b>\$1,023,055</b>
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*Note: Projects originally applied for MMOF funds during the 2022 MMOF Call for Projects*

**RESOLUTION NO. 2023-01**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING ADDITIONAL ALLOCATIONS OF FY2023-2025 FEDERAL AND STATE FUNDING**

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

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

**WHEREAS**, transportation projects programmed in the current TIP for FY2023-2026 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2023-2026 TIP were positive and this Resolution does not change the positive conformity findings on the FY2023-2026 TIP; and

**WHEREAS**, \$5,895,021 unprogrammed FY2023-2025 Congestion Mitigation and Air Quality (CMAQ) funds shall be allocated, with:

- \$69,144 to Loveland’s *COLT Bus Replacement/Expansion* project, and
- \$2,700,000 to Fort Collins’ *Power Trail Harmony Grade Separated Crossing* project; and
- \$1,269,435 to Weld County’s *WCR 74 and WCR 31 Roundabout* project; and
- \$1,856,442 to Greeley/CDOT’s *US34 Regional Mobility Hub (MERGE)* project; and

**WHEREAS**, \$786,974 unprogrammed FY2023-2025 Transportation Alternatives (TA) funds shall be allocated, with:

- \$85,264 to Loveland’s *Willow Bend Trail* project; and
- \$603,624 to Fort Collins’ *William Neil/Ziegler Intersection* project; and
- \$98,086 to Severance’s *Great Western Trail* project; and

**WHEREAS**, \$1,460,899 unprogrammed FY2023-2025 Surface Transportation Block Grant (STBG) funds shall be allocated, with:

- \$1,258,985 to Severance’s *E Harmony Road/WCR19 Intersection Improvements* project; and
- \$201,914 to Severance’s *Great Western Trail* project; and

**WHEREAS**, \$1,248,127 unprogrammed FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF) funds shall be allocated, with:

- \$143,558 to Greeley/CDOT’s *US34 Regional Mobility Hub (MERGE)* project; and
- \$104,569 to Fort Collins’ *Siphon Overpass* project; and
- \$1,000,000 to Fort Collins’ *Two (2) Electric Bus On-Route Chargers* project; and

**WHEREAS**, \$2,106,141 unprogrammed FY2023-2025 Carbon Reduction Program (CRP) funds shall be allocated, with:

- \$528,396 to Loveland’s *Willow Bend Trail* project; and
- \$290,394 to Windsor’s *11<sup>th</sup> St Multimodal Improvements* project; and
- \$195,431 to Fort Collins’ *Siphon Overpass* project; and
- \$1,091,920 to Larimer County’s *North LCR 17 Expansion -Shoulder Widening* project; and

**Resolution No. 2023-01**

**WHEREAS**, the FY2023-2026 TIP remains fiscally constrained.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the additional funding as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5<sup>th</sup> day of January 2023.

\_\_\_\_\_  
Scott James, Chair

ATTEST:

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

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 5, 2023 Fort Collins	2019-2023 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss target setting options for the five federally required Highway Safety Performance Measures for 2019-2023.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2019-2023 period by February 27, 2023. CDOT set statewide Targets for 2019-2023 for the National Safety Measures in August 2022. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2019-2023 period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – <b>668</b></li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – <b>1.262</b></li> <li>• Number of Serious Injuries – <b>3,041</b></li> <li>• Rate of Serious Injuries per 100M VMT – <b>5.794</b></li> <li>• Number of Non-motorized Fatalities and Serious injuries – <b>548</b></li> </ul> <p>The NFRMPO used the same methodology CDOT used to set the 2019-2023 Safety Targets to present the status of safety in the NFRMPO. The regional target option is presented in <b>Table 1</b>.</p>		
<b>Committee Discussion</b>		
This is the first time Planning Council is discussing the 2019-2023 Safety Targets.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• Targets for the safety performance measures are set based on a rolling 5-year average.</li> <li>• CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2022 and 2023. The 5-year average was calculated using actual fatality and serious injury numbers for 2019-2021 and the forecasted numbers for 2022-2023.</li> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO's Targets for 2019-2023 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.</li> <li>• The NFRMPO has set Safety Performance measure targets by supporting CDOT's targets for the past five performance periods. These targets are presented in <b>Table 2</b>.</li> </ul>		
<b>Advantages</b>		
Adopting the State's Targets aligns the NFRMPO with Safety Planning being completed at the Statewide level. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.		

### Disadvantages

The State Safety Targets do not reflect performance specific to the NFRMPO region.

### Analysis/Recommendation

Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2019-2023 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.

### Attachments

- **Table 1:** 2019-2023 Safety Performance Measure Target Options
- **Table 2:** Historical CDOT Safety Performance Measure Targets
- Targets for Safety Performance Measures Presentation

**Table 1: 2019-2023 Safety Performance Measure Target Options**

<b>Measure</b>	<b>CDOT</b>	<b>NFRMPO</b>
<b>Fatalities</b>	668	42
<b>Fatality Rate Per 100M VMT</b>	1.262	1.017
<b>Serious Injuries</b>	3,041	163
<b>Serious Injury Rate Per 100M VMT</b>	5.794	4.141
<b>Non-Motorized Fatalities and Serious</b>	548	29

**Table 2: Historical CDOT Safety Performance Measure Targets**

<b>Measure</b>	<b>2014-2018</b>	<b>2015-2019</b>	<b>2016-2020</b>	<b>2017-2021</b>	<b>2018-2022</b>	<b>2019-2023</b>
<b>Fatalities</b>	610	644	618	603	597	668
<b>Fatality Rate</b>	1.2	1.21	1.143	1.113	1.093	1.262
<b>Serious Injuries</b>	3,350	2,909	3,271	3,161	3,194	3,041
<b>Serious Injury Rate</b>	6.79	5.575	6.075	5.828	5.846	5.794
<b>Non-Motorized Fatalities and Serious Injuries</b>	586	514	670	551	571	548



1

## CDOT Statewide Targets



Measure	2018-2022	2019-2023
<b>Fatalities</b>	<b>597</b>	<b>668</b>
<b>Fatality Rate</b>	<b>1.093</b>	<b>1.262</b>
<b>Serious Injuries</b>	<b>3,194</b>	<b>3,041</b>
<b>Serious Injury Rate</b>	<b>5.846</b>	<b>5.794</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	<b>571</b>	<b>548</b>

- **Methodology**
- 5-year average using 2019-2021 actual numbers and 2022-2023 forecasted estimates based on the prior 10 years of data

2

Targets for Safety Performance Measures

2

## Federal Target Setting Requirements



- Targets set by state DOTs and MPOs annually
- Targets based on 5-year rolling average
- Targets must be data driven
- Two target setting options:
  - Support CDOT targets by agreeing to plan and program projects which contribute to the achievement of the targets
  - Set regionally specific targets

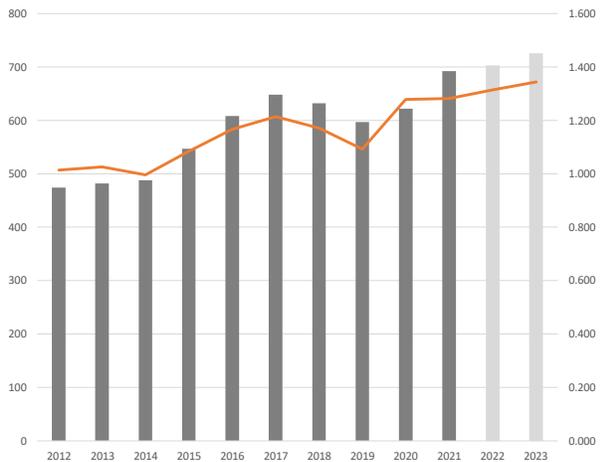
3
Targets for Safety Performance Measures

3

## CDOT & NFRMPO Fatalities

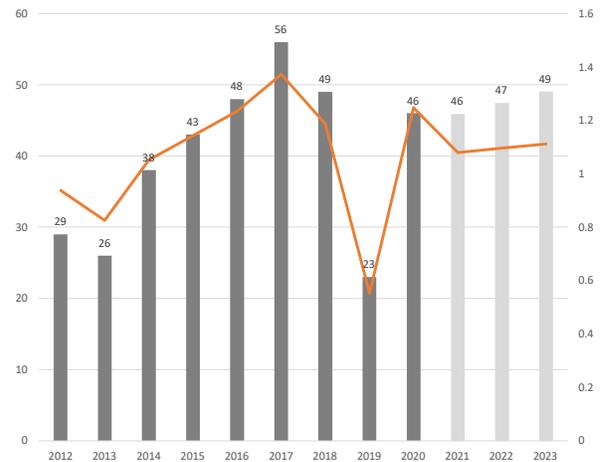


CDOT Actual and Projected Fatalities 2012-2023



Year	Actual Fatalities	Projected Fatalities	Fatality Rate per 100M VMT
2012	480		1.000
2013	480		1.000
2014	480		1.000
2015	550		1.100
2016	610		1.200
2017	650		1.300
2018	630		1.250
2019	590		1.150
2020	630		1.250
2021	690		1.350
2022		710	1.400
2023		730	1.450

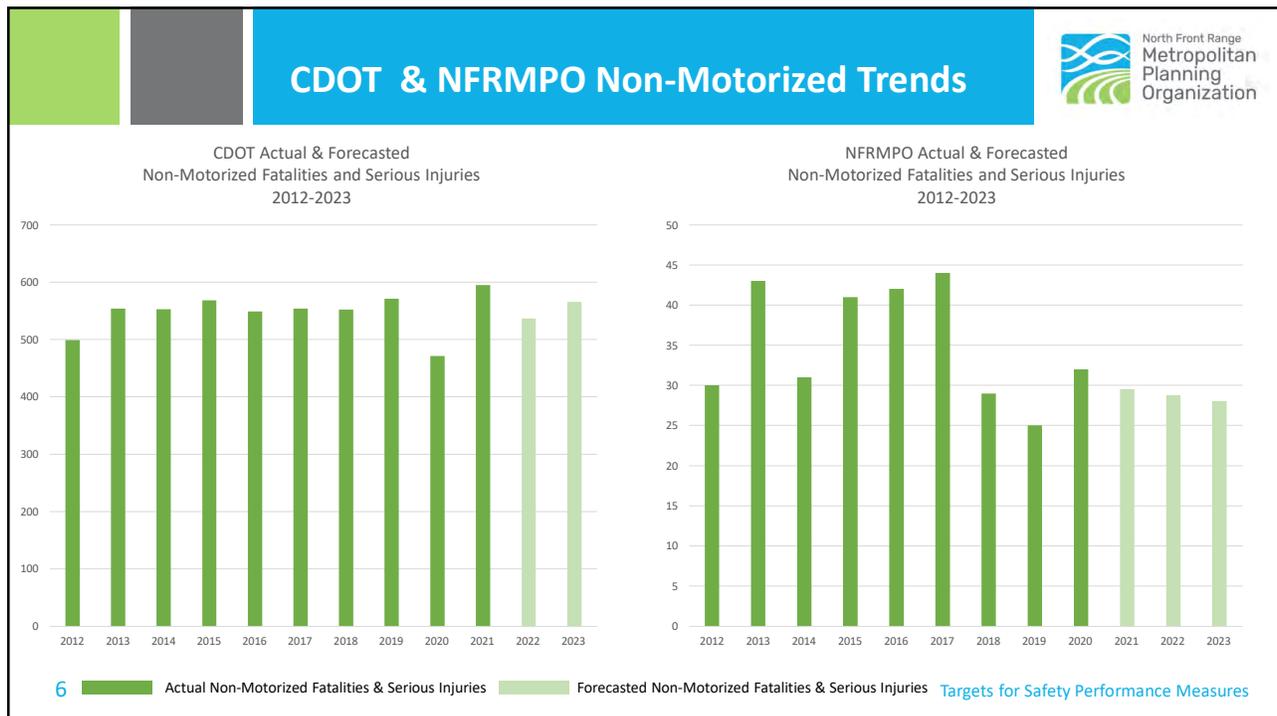
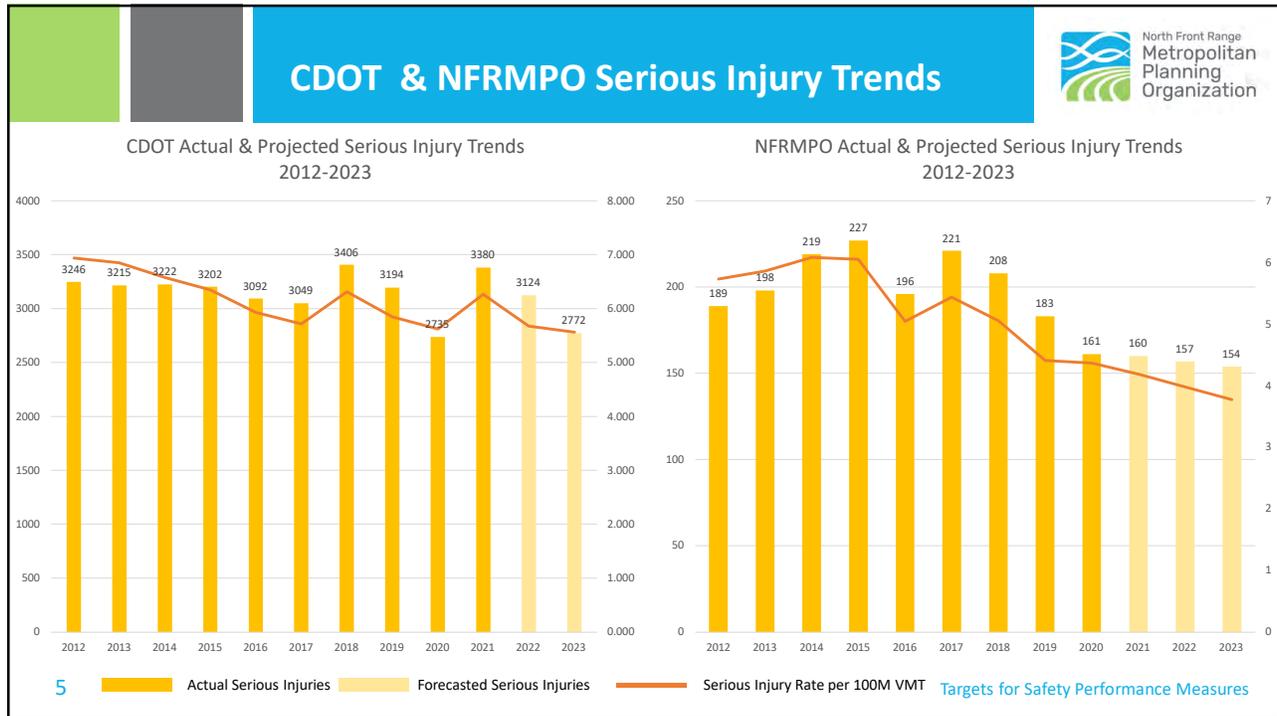
NFRMPO Actual and Projected Fatality Trends 2012-2020



Year	Actual Fatalities	Projected Fatalities	Fatality Rate per 100M VMT
2012	29		0.850
2013	26		0.800
2014	38		1.000
2015	43		1.100
2016	48		1.200
2017	56		1.300
2018	49		1.200
2019	23		0.800
2020	46		1.250
2021		46	1.150
2022		47	1.150
2023		49	1.150

4
Targets for Safety Performance Measures

4



CDOT Targets & NFRMPO Target Option



Measure	CDOT	NFRMPO
<b>Fatalities</b>	<b>668</b>	<b>42</b>
<b>Fatality Rate</b>	<b>1.262</b>	<b>1.017</b>
<b>Serious Injuries</b>	<b>3,041</b>	<b>163</b>
<b>Serious Injury Rate</b>	<b>5.794</b>	<b>4.141</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	<b>548</b>	<b>29</b>

- **Note:** Safety targets are established as an amount not to be exceeded and does not reflect a desired outcome.

7
Targets for Safety Performance Measures

7

Considerations



- Data issues
  - 2019 fatality anomaly
  - 2020 Non-motorized fatalities and serious injuries
  - 2020 COVID impacts
  - Delay in 2021 data
- NFRMPO does not have safety specific funding
- Projects funded in the last year will not make an impact on the current performance period targets

8
Targets for Safety Performance Measures

8

Towards Zero Deaths



- CDOT Adopted the initiative in 2015
- CDOT's Strategic Transportation Safety Plan (STSP) targets a 15% reduction in fatalities and serious injuries
- Progression on STSP targets were impacted by the COVID-19 pandemic
- CDOT continues to implement strategies outlined in the STSP

9
Targets for Safety Performance Measures

9

Towards Zero Deaths



- NFRMPO passed a Safety Vision in 2020
- Federally required targets are ***not*** allowed to be aspirational
- MPO's with Vision Zero Action Plans may choose to set four-year targets based on the assumed timeline established in the plan
- The NFRMPO does not have a Vision Zero Action plan but may have the opportunity to apply for SS4A funds to establish one

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Targets for Safety Performance Measures

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NFRMPO Staff Recommendation



- Support statewide targets
- Continue to report out on NFRMPO specific data
- Continue to pursue options for impacting safety

Measure	CDOT	NFRMPO
<b>Fatalities</b>	<b>668</b>	<b>42</b>
<b>Fatality Rate</b>	<b>1.262</b>	<b>1.017</b>
<b>Serious Injuries</b>	<b>3,041</b>	<b>163</b>
<b>Serious Injury Rate</b>	<b>5.794</b>	<b>4.141</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	<b>548</b>	<b>29</b>

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Targets for Safety Performance Measures

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Next Steps



- TAC Approval – January 18, 2023
- Council Approval – February 2, 2023
- February 27, 2023 – Targets Due to CDOT

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Targets for Safety Performance Measures

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## MEMORANDUM

To: NFRMPO Planning Council

From: Jerome Rouser

Date: January 5, 2023

Re: PM2: Pavement and Bridge Condition and PM3: System Performance

### Background

Transportation Performance Management (TPM) is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. The NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The NFRMPO can set targets either at the MPO level or decide to support the State's targets. In either case, the NFRMPO must agree to plan and program projects, which contribute toward the accomplishment of adopted targets.

CDOT set statewide targets for Pavement and Bridge condition (PM2) and System Performance (PM2) for the second federal performance period covering the years 2022-2025, which began on October 1, 2022. The NFRMPO must either support their state's targets or set their own targets by March 30, 2023. The Colorado statewide targets are outlined in **Tables 1-4**.

### Action

NFRMPO staff requests Planning Council members discuss whether the NFRMPO should support statewide targets or set NFRMPO-specific targets for PM2 and PM3.



**Table 1: Pavement Condition Statewide Targets**

<b>Pavement Condition</b>	<b>2023 (2-year) Target</b>	<b>2025 (4-year) Target</b>
Percentage of pavements of the Interstate System in Good Condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor Condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

**Table 2: Bridge Condition Statewide Targets**

<b>Bridge Condition</b>	<b>2023 (2-year) Target</b>	<b>2025 (4-year) Target</b>
Percentage of National Highway System Bridges in Good condition	36.0%	36.0%
Percentage of National Highway System Bridges in Poor condition	4.0%	4.0%



**Table 3: System Reliability Statewide Targets**

<b>System Reliability</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles traveled on the Interstate that are reliable	81%	79%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	93%	94%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46

**Table 4: CMAQ Statewide Targets**

<b>CMAQ</b>	<b>2023 Target</b>	<b>2025 Target</b>
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	2,672 kg/day	5,393 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	239 kg/day	482 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	538 kg/day	1,086 kg/day



# PM 2 and PM 3

Planning Council



North Front Range  
Metropolitan  
Planning  
Organization

January 5, 2023

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Background



- **State DOTs and MPO's are responsible for setting 2- and 4- year targets in accordance with Federal law.**
- **There are three key goal areas:**
  - **Safety (PM1)**
  - **Infrastructure Condition (PM2)**
  - **System Performance (PM3)**
- **There is no financial penalty to the NFRMPO if these targets are not met.**
- **The NFRMPO must include and consider these targets while developing the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).**
- **The NFRMPO must set their targets by March 30, 2023.**
- **The NFRMPO can either support CDOT's targets or set their own.**
  - **The NFRMPO has supported the state's targets in the past.**

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PM 2 and PM 3

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## Infrastructure Condition (PM2)



- **Pavement (2- and 4- year target)**
  - Percentage of Interstate pavements in Good condition
  - Percentage of Interstate pavements in Poor condition
  - Percentage of non-Interstate National Highway System (NHS) pavements in Good condition
  - Percentage of non-Interstate NHS pavements in Poor condition
- **Bridge (2- and 4- year target)**
  - Percentage of NHS bridges in Good condition
  - Percentage of NHS bridges in Poor condition

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PM 2 and PM 3

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## Infrastructure Condition (PM2)



**First Performance Period Results (2018-2021)**

Pavement Condition	2021 Target	2021 Results
Percentage of pavements of the Interstate System in Good Condition	40.0%	55%
Percentage of pavements of the Interstate System in Poor Condition	5.0%	1.5%
Percentage of pavements of the non-Interstate NHS in Good condition	40.0%	42%
Percentage of pavements of the non-Interstate NHS in Poor condition	5.0%	2.3%

Bridge Condition	2021 Target	2021 Results
Percentage of National Highway System Bridges in Good condition	44.0%	34.7%
Percentage of National Highway System Bridges in Poor condition	4.0%	5.7%

**Second Performance Period State Targets (2022-2025)**

Pavement Condition	2023 (2-year) Target	2025 (4-year) Target
Percentage of pavements of the Interstate System in Good Condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor Condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

Bridge Condition	2023 (2-year) Target	2025 (4-year) Target
Percentage of National Highway System Bridges in Good condition	36.0%	36.0%
Percentage of National Highway System Bridges in Poor condition	4.0%	4.0%

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PM 2 and PM 3

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## System Performance (PM3)



- **System Reliability**
  - Percent of person-miles traveled on the Interstate that are reliable
  - Percentage of person-miles traveled on the non-Interstate NHS that are reliable
  - Truck Travel Time Reliability (TTTR) Index
- **CMAQ**
  - Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO) – (kg/day)
  - Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC) –(kg/day)
  - Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)-(kg/day)
  - Note: The NFRMPO only has to establish a four-year target or can choose to support the state target.

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PM 2 and PM 3

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## System Performance (PM3)



**First Performance Period Results (2018-2021)**

System Reliability	2021 Target	2021 Results
Percent of person-miles traveled on the Interstate that are reliable	81%	100%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	64%	98.8%
Truck Travel Time Reliability (TTTR) Index	1.5	1.54

CMAQ	2021 Target	2021 Results
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	1,426 kg/day	18 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	105 kg/day	50 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	105 kg/day	59 kg/day

**Second Performance Period State Targets (2022-2025)**

System Reliability	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate that are reliable	81%	79%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	93%	94%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46

CMAQ	2023 Target	2025 Target
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	2,672 kg/day	5,393 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	239 kg/day	482 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	538 kg/day	1,086 kg/day

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PM 2 and PM 3

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## Staff Recommendation



North Front Range  
Metropolitan  
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Organization

- **NFRMPO Staff recommends supporting the state’s targets for PM2 and PM3**

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PM 2 and PM 3

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## Next Steps



North Front Range  
Metropolitan  
Planning  
Organization

- **Council Discussion – January 5, 2023**
- **TAC Action – January 18, 2023**
- **Council Action – February 2, 2023**
- **Targets due to CDOT- March 30, 2023**

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PM 2 and PM 3

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**Questions?**



**Jerome Rouser**  
Transportation Planner I  
[jrouser@nfrmpo.org](mailto:jrouser@nfrmpo.org)  
(970) 422-1096

9 PM 2 and PM 3

# Statewide Transportation Advisory Committee (STAC)

## Meeting Summary

Recording: <https://www.youtube.com/watch?v=XLjLJFee0eg>

Location: Virtual Only

Date/Time: Thursday, December 1, 2022; 8:32 a.m. – 11:30 a.m.

Chair: Vince Rogalski, Gunnison Valley TPR

## Highlights and Action Items

1. CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director
  - CDOT Deputy Director reported on the ribbon cutting for the Central 70 Project, the retirement of Richard Zamora and his interim replacements (Jason Nelson and Jason Aarons). The Transportation Commission Meeting in December will be virtual only with Workshops and regular Board Meeting being held on Wednesday. Additionally, the hiring process is ongoing for Andy Karsian's replacement.
2. Legislative Report – Herman Stockinger and Jamie Grim CDOT Office of Policy and Government Relations (OPGR)
  - No State Legislative Report. Jamie Grim provided a federal legislative update. Pieces of legislation currently in session are the National Defense Authorization Act as well as the approval process of the General Budget, required to avoid a government shutdown, which could impact IIIA funds. The Senate is discussing Community funded projects into Omnibus, talks ongoing. Two new Colorado Congress persons: Brittney Peterson (District 7) and Yadira Caraveo (District 8). Additionally, Railroad Strike Legislation is currently in the Senate and is expected to pass.
3. CDOT Budget Update – Jeff Sudmeier, CDOT Chief Financial Officer
  - CDOT Chief Financial Officer Reported on Revenue Reconciliation and Federal Redistribution, specifically Inflexible (\$19.7 M total) and Flexible Revenues (\$17.3 M total). The TC Program Reserve Reconciliation saw a total balance of \$ 146.8 M in the program reserve. Updates were also given on the FY23 Budget Amendments including the following: Capital Construction Cost Escalation, Mountain Corridor Resiliency, Strategic Pavement Investments, Bridge and Tunnel Enterprise BABs Subsidy, and Workers Compensation Budget Shortfall. Herein, staff is to request \$79.5 M from the TC Program Reserve.
4. State Demographer Update Presentation - Cindy DeGroen, Department of Local Affairs
  - Cindy DeGroen, Colorado State Demographer presented updates on the state of the State's population in the wake of the 2020 Census. The primary statewide population trends are: Slowing population growth rate (births up, deaths down, migration slowing); aging population; concentrated growth (Front Range); increasing racial and ethnic diversity. Long Term there is an expected 1.7 M increase in population by 2050.
5. CDOT Communication Office Update – Matthew Inzeo, Director, Office of Communications
  - Matt Inzeo of the Office of Communications delivered various updates, first on the status of COtrip. Of note, there has been a 70% increase in mobile visits to COrip sites. Additionally, an overview of the new COtrip Planner App, Travel Alerts, Plow Trackers was presented. CDOTs various social media sites were also highlighted. Final updates were given on this year's Winter Wise: Winter Driving in the Wild campaign as well as the Bustang website revamping.
6. Transportation Alternatives (TAP) Update – Marissa Gaughan, Division of Transportation Development
  - STAC was given an overview of the Transportation Alternatives Program and its purpose; eligible activities, entities, and award considerations; as well as financial aspects of the TAP program. An outline and timeline of the application process and important dates was also given. CDOT proposes projects be scored by an interdisciplinary CDOT review committee with representatives from each Region.
  - Action Item: Members of the STAC expressed concerns with this centralized committee and levels of representation for rural TPRs. STAC recommends to the TC that TPR Chairs, or their representative, be part of the [TAP project] selection process.
7. Other Business - Vince Rogalski, STAC Chair
  - Next STAC meeting is scheduled for January 5, 2023, with a condensed agenda focused on the Transportation Alternatives Program.



## **MEMORANDUM**

**To: NFRMPO Planning Council**

**From: Suzette Mallette, Executive Director**

**Date: January 5, 2023**

**Re: Sixth Contract Amendment**

### **Background**

The original Executive Director contract was executed in May 2018. Since that time, there have been amendments to the contract that have modified the number of vacation days, the amount going into the 401 retirement contributions, and to extend the contract deadline.

In the fall of 2022, the NFRMPO Council approved two market adjustments for MPO staff, 4% and 2.5%. Additionally, the MPO benchmarked all the positions, which is standard practice every three years. Many of the staff positions received a fairly large increase due to these two actions.

The Executive Director position has not had a salary increase since the beginning of the contract, 2018, for any reason but was also benchmarked along with the rest of staff. I have also decided the end date for my employment with the NFRMPO and my retirement date will be August 1, 2024. The contract amendment is attached to the Teams meeting for Executive Session for Council members. There is a sufficient budget to cover the requested pay increase.

The Executive Committee met on December 22, 2022 and is recommending approval of the contract amendment.

### **Action**

To approve or disapprove the Executive Director sixth contract amendment.