

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

**June 1, 2023
Hybrid Meeting in Greeley, CO**

Voting Members Present:

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Will Karspeck – Past Chair	-Berthoud
Elizabeth Austin	-Milliken
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Jessica Ferko	-APCD
Liz Heid	-Eaton
Johnny Olson	-Greeley
Shirley Peel	-Fort Collins
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Paula Cochran	-LaSalle
Lisa Laake	-Timnath
Troy Mellon	-Johnstown

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; and **Jerome Rouser**, Transportation Planner I.

In Attendance: Brad Buckman, Rich Christy, Alik Cummins, Alex Donaldson, James Eussen, Elizabeth Garner, Omar Herrera, Bhooshan Karnik, Katrina Klobberdanz, Sean McAtee, Deanna McIntosh, Heather Paddock, Evan Pinkham, Elizabeth Relford, Herman Stockinger, Eric Tracy, Paul Trombino III, LeAnne Warren.

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

Public Comment:

No comments were submitted.

Move to Approve Agenda and Minutes

Stephens **moved** to *APPROVE THE JUNE 1 2023, MEETING AGENDA*. The motion was **seconded** by Olson and **passed** unanimously.

Olson **moved** to *APPROVE THE MAY 4, 2023, MEETING MINUTES*. The motion was **seconded** by Heid and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair James opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

Ferko noted the Ozone Alerts sent out by CDPHE have been updated to be more user-friendly. APCD will be proposing new rules to reduce emissions from oil and gas drilling, engines, and natural gas vehicles under

1000 HP, with public outreach meetings to be scheduled. Ferko stated AQCC has given APCD permission to develop rules to advance the Colorado Clean Cars program in July; to reduce emissions from the industrial and manufacturing sectors, for which Interested parties can petition for party through June 15; and to develop advanced permitting requirements in Disproportionately Impacted (DI) communities.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair James opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

James requested the Planning Council set a policy for at least three Councilmembers to concur to assign NFRMPO staff work. James invited Herman Stockinger, CDOT, to present on the TPR Boundary Study.

TPR Boundary Study – Stockinger described the process CDOT is undertaking to develop study Transportation Planning Regions (TPRs) in accordance with HB23-1101. Stockinger noted CDOT will retain 15 TPRs regardless of the recommendations of the study to the Transportation Commission and the Transportation Legislation Review Committee (TLRC) The study will report on the boundaries of the TPRs, membership of the STAC, and membership of the Transit and Rail Advisory Committee (TRAC). The legislation requires that the findings be incorporated by CDOT by June 2024. CDOT is working to ensure the Transportation Commission considers the findings prior to June 2024, prior to the kickoff of the next Statewide Transportation Plan. CDOT staff has begun gathering data, creating a mapping tool, meeting with TPRs around the state, assessing TPR IGAs and bylaws, and forming an advisory committee. CDOT is considering five hybrid meetings in late summer 2023 to present data and receive input, and five additional meetings in the fall to present draft findings and recommendations.

Executive Director Report

Cunningham stated NFRMPO staff has had discussions with community staff to consider applying for a Safe Streets for All (SS4A) Action Plan grant. Because local communities are considering applying on their own, the NFRMPO has decided not to apply for its own grant but rather to support local communities in their efforts. Bracke asked to clarify whether the region would be eligible to apply for Implementation grants, noting small communities may not be covered. Cunningham explained local communities are applying and not all communities may be covered; however, the NFRMPO could apply in future calls. Stephens asked which communities were planning to apply. Cunningham stated Larimer County and Greeley received SS4A grants, Weld County, Loveland, and Windsor are considering applying, and Fort Collins is utilizing an existing plan.

Malette highlighted the Shift Your Ride Summer Challenge, which runs from June 1 through August 31. People who track at least four riders per month can win prizes.

Malette explained the relationship between the NFRMPO and the RAQC, including their responsibilities, legislation, and membership. James asked if RAQC is considered a sole-source consultant, and Malette noted the RAQC uses consultants to achieve their purpose.

TAC

A written report was provided.

Mobility

A written report was provided.

Community Advisory Committee

A written report was provided.

PRESENTATIONS:

State Demographer Presentation – Elizabeth Garner, State Demography Office (SDO), discussed trends in Colorado: the population growth rate is slowing, but the state is aging. Growth in Colorado is situated in the Front Range. Larimer County is seeing slowing growth, while Weld County has not seen the same changing trends. Population growth tends to be tied to job growth, which has been strong in Larimer and Weld counties. Garner explained housing in Colorado is among the most expensive in the country as new housing construction has slowed. More residential building permits have been issued, with a peak in 2021.

Larimer and Weld are aging, which impacts job and housing availability. Fifty percent of growth in Larimer County is expected in people aged 65 and above, while a significantly smaller percentage is expected in Weld County. Garner reviewed the impacts of aging on communities, including changes to the labor force, housing, and services. SDO runs an Economic Model and demographic data to develop their forecasts.

James asked if jobs are recorded where the work is performed or if it is where the company is. Garner stated the job is recorded where the office is located, not where performed for work at home. The North Front Range MPO is expected to have the fastest growth rate of any region in Colorado, adding around 415,000 residents by 2050. Garner noted uncertainties in the forecast, including international immigration, water, housing, and the economy.

Stephens asked if there are lessons to learn from other regions that have lost population or are seeing slower growth, like Europe and Japan. Garner noted the expectation of slower job growth, while promoting being more family-friendly without changing immigration. Canada has increased international immigration in addition to more family-friendly policies.

NFRMPO Models Presentation – Bornhoft explained the purpose and update processes for both the Land Use Allocation Model (LUAM) and Regional Travel Demand Model (RTDM). The LUAM considers the location of population and job changes, which informs the RTDM's travel patterns. The LUAM uses four inputs: population, household, and job control totals; future land use plans and zoning; housing and employment developments; and adjustments from communities. Bornhoft explained model enhancements funded by the Transportation Commission with Multimodal Transportation & Mitigation Options Funds (MMOF): person-level demand; mobile device data; working from home; and induced demand. Bornhoft described the five types of induced demand: route shifts; mode shifts; destination shifts; additional trips; or new development. Bornhoft explained the regional impact of induced demand elasticity, which ranges from 0.1 to 0.2. The NFRMPO's modeling consultant has made progress on most enhancements, but some will take longer to complete.

Baszler asked if the model references real world data like gas sold, or vehicles registered. Bornhoft stated air quality data is analyzed in the MOVES model, and the model is also validated against real world data. McAtee added that the model considers traffic counts, location-based service data, transit boarding data, and the household survey for the base year calibration.

Bracke asked how the CDOT, DRCOG, and the NFRMPO models interact. Bornhoft noted the models overlap, and the agencies coordinate on data. CDOT uses the NFRMPO's land use outputs in the Statewide Travel Model. Bracke asked how scenarios are developed. Bornhoft noted that the model considers impacts on a regional level, so the impacts of different projects will be different than considering them individually. The 2050 RTP will consider a range of scenarios, including no-build and high-density land use scenarios.

ACTION ITEMS:

2023 Congestion Management Process (CMP) – Gordon noted a change to the draft 2023 CMP showing a smaller number of crashes based on an incorrect geography. An updated version of the plan was linked in the handouts.

Stephens **moved** to approve *RESOLUTION NO. 2023-10 ADOPTING THE 2023 CONGESTION MANAGEMENT PROCESS (CMP)*. The motion was **seconded** by Rennemeyer and **passed** unanimously.

May 2023 TIP Amendment – Cunningham stated there were eight revision requests from CDOT Region 4, the City of Greeley, and the RAQC to the FY2023-2026 TIP. The 30-day public comment period opened on May 10 and will close on June 8.

Rennemeyer **moved** to approve *RESOLUTION NO. 2023-11 APPROVING THE MAY 2023 AMENDMENT TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) with the addition of the RAQC TIP Amendment*. The motion was **seconded** by Karspeck and **passed** unanimously.

2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) – Rouser noted Planning Council approved the GOPMT in April, with additional feedback in May to create a separate safety goal with a corresponding objective.

Karspeck **moved** to approve the updated 2050 RTP Goals, Objectives, Performance Measures, and Objectives with the additional safety goal and corresponding objective. The motion was **seconded** by Olson and **passed** unanimously.

DISCUSSION ITEMS:

2023 Call for Projects – Cunningham requested feedback on the scoring matrix developed using the prioritization exercise and feedback from TAC and Planning Council. Cunningham noted the proposed addition of the Discretionary Points category, which would complement the data-driven scoring in the other categories. Stephens asked why the equity score is higher for TA and STBG than for CMAQ. Cunningham stated most Regional Health points are allocated to air quality for CMAQ. Stephens asked if scoring is up to the region to decide or if there is federal guidance. Cunningham noted federal guidance dictates certain program requirements, but other portions are decided by regional priorities. Cunningham also noted a scoring criterion was removed based on feedback from TAC. The Call for Projects Guidebook will be approved by Planning Council in August.

NFRMPO Priorities List – Karasko reviewed the updated matrix for the 10 Year Priorities List. The US34/US85 project was removed because it was funded under the 10 Year Plan. Inclusion or removal from the NFRMPO's Priority List does not preclude or guarantee funding for a project. The list will be included by reference in the 2050 RTP. Olson asked about the scoring for the WCR17 project, and Karasko stated the project description did not meet the defined TC criteria. Bracke asked about funding, and Karasko stated funding was not included in this matrix.

2050 RTP Fiscally Constrained Plan – Cunningham reviewed the process for developing the 2050 RTP Fiscally Constrained Plan, including the system level estimates, identification of funding for projects and programs, and estimate projects in year of expenditure dollars. Revenues were developed based on CDOT's Program Distribution, local budgets, the National Transit Database, NoCo Bike & Ped Collaborative members, and local plans. Local budgets comprise the majority of funding for transportation projects, while the NFRMPO only controls a small portion of funds. Revenues are categorized in the 2050 RTP into Roadway-Asset Management; Intersection improvements, Bike & Ped; Transit, and Flexible Funds. Expenses are categorized and funded using the appropriate funding category. Cunningham noted the Front Range Passenger Rail is considered unfunded. Olson noted his concern that cost estimates may be low. Cunningham stated TAC will review the estimates and provide feedback on their reasonableness. Cunningham reviewed the assumptions in the fiscally constrained plan, including the buildout of RATCs and LinkNoCo as well as the GHG strategies.

Cunningham asked Planning Council for feedback on how to allocate remaining flexible funding, proposing the funding could go toward project categories with unmet need. Olson proposed the funding should go toward capacity projects, which will include greenhouse gas strategies. The Planning Council agreed capacity projects are the priority to accommodate the anticipated growth. Bracke asked how safety will be incorporated. Cunningham states safety is considered throughout the process. Bracke also highlighted the need to focus on asset management.

2050 RTP Projects – Bornhoft stated the 2050 RTP will include fiscally constrained projects, which is a requirement for projects. The 2050 RTP will also acknowledge fiscally unconstrained projects to identify projects to fund if additional funding is available and to show the additional funding needed in the region. Air quality requirements define which projects are included in the fiscally constrained plan. Bornhoft stated 2024 is the first-year projects are included, specifically projects like I-25 Express Lanes which have already been funded, but will open in 2024. Bornhoft stated some projects on the unconstrained list could be funded by the remaining flexible funding. Bornhoft clarified the conformity process, which analyzes the impact of transit and roadway capacity projects on the region's air quality.

NFRMPO 2050 RTP Greenhouse Gas (GHG) Transportation Report – Bornhoft reviewed the purpose of the Greenhouse Gas (GHG) Transportation Planning Standard, which needs to be applied to the 2050 RTP and the next TIP. Bornhoft reviewed the schedule for the GHG Transportation Report, and how it relates to the adoption of the 2050 RTP and the TIP. The baseline is still the 2045 RTP, and strategies will be carried forward from the 2045 RTP Amendment. NFRMPO staff does not anticipate the need for GHG mitigation

strategies. The 2050 RTP includes new commitments to new and expanded transit, transportation demand management programming, operations, and active transportation. The document will be available for review in mid-June, with Planning Council action in July.

COUNCIL REPORTS:

Transportation Commission – Bracke stated TC has approved \$25M for roadway repair and \$8M for I-25 north of Fort Collins. Bracke noted Region 4 has been hosting 4P meetings to discuss priorities with local communities. June is Motorcycle Safety Awareness Month.

CDOT R4 Update – Paddock highlighted the 4P meetings that have been held. Additional meetings will be held in Larimer County and Weld County in the coming weeks. TC funds will be used for improvements on SH257.

STAC Report – A written report was provided.

Colorado Transportation Investment Office (CTIO) – A written report was provided.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated NAAPME held a meeting on May 25, and has \$6.6M for the current fiscal year. NAAPME is discussing how to use the funding, including Bus Rapid Transit (BRT) and sidewalk infrastructure.

Front Range Passenger Rail District – Olson stated there are public meetings for local communities to discuss priorities. An email should have been sent to all local governments.

Host Council Member Report – Olson stated the city is growing and diversifying in line with the presentation from DOLA. Olson reported Greeley is identifying projects to accommodate growth, including US34 and 35th Avenue, 47th Avenue, and WCR17.

MEETING WRAP-UP:

Next Month’s Agenda Topic Suggestions

None.

The meeting was adjourned at 9:22 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff