

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

HYBRID MEETING AGENDA

September 7, 2023

<u>In-Person Attendance Option</u> Windsor Public Works Complex 922 N. 15 th Street Windsor, CO 80550	<u>Virtual Attendance Option</u> Call-in Number: (408) 650-3123 Access Code: 814-514-261-857-813 Online Meeting: https://bit.ly/3VGQ52U
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org

Pledge of Allegiance

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

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – August 3, 2023 (Page 8)

Public Hearing

- | | | |
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| 3) Air Quality Conformity for the FY2024-2027 Transportation Improvement Program (TIP) and the 2050 Regional Transportation Plan (RTP) | Becky Karasko – Transportation Planning Director | 6:05 |
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Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
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| 4) Air Pollution Control Division (APCD) (Page 12) | (Written) | |
| 5) Regional Air Quality Council (RAQC) (Handout) | (Written) | |
| 6) NFRMPO Air Quality Program Updates (Handout) | Suzette Mallette - Executive Director | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

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| 8) Report of the Chair | Scott James – Council Chair, Weld County Commissioner | 6:20 |
| 9) Executive Director Report | Suzette Mallette | 6:25 |
| 10) Colorado Transportation Investment Office (CTIO) | Cecil Gutierrez – CTIO Board of Directors | 6:30 |
| 11) TAC (Page 14) | (Written) | |
| 12) Mobility (Page 15) | (Written) | |
| 13) Finance (Page 18) | (Written) | |
| 14) Community Advisory Committee (CAC) (Page 19) | (Written) | |

CONSENT AGENDA:

6:40

- | | | |
|---|---|--|
| 15) Air Quality Conformity Determination Resolution 2023-15 (Page 20) | Becky Karasko | |
| 16) 2050 Regional Transportation Plan (RTP) Resolution 2023-16 (Page 23) | Alex Gordon - Transportation Planner III | |
| 17) FY2024-2027 Transportation Improvement Program (TIP) Resolution 2023-17 (Page 26) | AnnaRose Cunningham - Transportation Planner II | |



ACTION ITEM:

18) 2022 NFRMPO Audit <i>(Page 29)</i>	Michelle Edgerly – Go Figure Robert Dahill – MHP, LLC Kyle Gruver – MHP, LLC	6:45
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DISCUSSION ITEMS:

19) WCR 13 Alignment Improvements Project Scope Change <i>(Page 30)</i>	AnnaRose Cunningham Omar Herrera – Deputy Director of Engineering, Town of Windsor	7:15
20) US34 Projects Update <i>(Page 41)</i>	Alex Gordon	7:30

COUNCIL REPORTS:

Transportation Commission	Heather Paddock - CDOT R4 Transportation Director	7:40
CDOT R4 Update	Heather Paddock	
STAC Report <i>(Page 48)</i>	(Written)	
I-25 Coalition	Scott James	
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens – Larimer County Commissioner	
CDOT TPR Boundary Study	Suzette Mallette Kristin Stephens	
Front Range Passenger Rail District	Will Karspeck – Past Chair, Town of Berthoud Mayor Johnny Olson – City of Greeley Councilmember	
Host Council Member Report	Paul Rennemeyer – Town of Windsor Mayor	7:50

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions	7:55
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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

Alternate- Steve Olson, Councilmember

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

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Jeni Arndt, Mayor

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

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shadduck-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Mayor Pro Tem

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

Jim Kelley, Transportation Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

GLOSSARY (cont'd)

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

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**

**August 3, 2023
Hybrid Meeting in Johnstown, CO**

Voting Members Present:

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Will Karspeck – Past Chair	-Berthoud
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Shirley Peele	-Fort Collins- Alternate
Mark Clark	-Evans
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Jessica Ferko	-APCD
Liz Heid	-Eaton
Troy Mellon	-Johnstown
Paul Rennemeyer	-Windsor

Voting Members Absent:

Fil Archuleta	-Garden City
Lisa Laake	-Timnath
Johnny Olson	-Greeley
Kristen Stephens	-Larimer County

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Alex Gordon**, Transportation Planner III; **AnnaRose Cunningham**, Transportation Planner II; **Jerome Rouser**, Transportation Planner I; and **Michael Saunders**, Transportation Planner I.

In Attendance: Chrissy Breit; Bill Becker; Brad Buckman; Jason Elkins; Jim Eussen; Nicole Hahn; Omar Herrera; Hannah Hill; Will Jones; Andy Karsian; Katrina Kloberdanz; Dee McIntosh; Mark Peterson; Evan Pinkham; Elizabeth Relford; David Singer; Josie Thomas; Eric Tracy;

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

Public Comment:

No comments were submitted.

Move to Approve Agenda and Minutes

Heid **moved** to *APPROVE THE AUGUST 3, 2023, MEETING AGENDA*. The motion was **seconded** by Baszler and **passed** unanimously.

Mallo **moved** to *APPROVE THE JULY 6, 2023, MEETING MINUTES*. The motion was **seconded** by Baszler 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)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair James opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

No reports this month.

Executive Director Report

Mallette noted Via Mobility has begun service in Southwest Weld County and provided flyers. An update on HB1101 was provided and noted there is a survey out that will close at the end of the month, a link was provided. LinkNoCo Phase Two will look deeper into transit service on US34 and the RFP for that project is out and will close on September 15th. Weld County will be the applicant for a MEGA grant for I-25 Segment 5 and will send an email to all Councilmembers that may want to provide a letter of support. Mallette and James asked if the Council is supportive of Mallette drafting a letter to the EPA about the proposed changes to the national Ozone standards and ramification of background ozone.

TAC

A written report was provided.

Mobility

A written report was provided.

Community Advisory Committee

A written report was provided.

Q2 2023 TIP Modifications

A written report was provided.

ACTION ITEMS:

2023 Call for Projects Guidebook – Cunningham noted the Call for Projects is scheduled to open August 4th with the call closing on October 6th with final approval at the January Planning Council meeting. The changes in anticipated funding were outlined which now includes funds that were rolled forward from the previous Call for Projects. The \$400,000 set-aside is for the TMO Incubator fund and will be \$100,000 per year. Change in the eligible applicant and the requirements for all funding projects was outlined. If a project impacts a state facility or is an ITS project, they must get CDOT concurrence. TAC recommended changing the STBG request limits for small communities are now \$1,632,177 and large communities \$3,168,343.

Rennemeyer **moved** to approve RESOLUTION NO. 2023-13 ADOPTING THE 2023 CALL FOR PROJECTS PROCESS AND GUIDEBOOK. The motion was **seconded** by Baszler and **passed** unanimously.

FY2022-2023 UPWP FY2023 Task Amendment #2 – Karasko stated Transfort requested to add two FTA-funded tasks to the FY2022-2023 UPWP. The tasks are for the Transfort Onboard Ridership Survey and the Transfort Onboard Passenger Surveys.

Rennemeyer **moved** to approve *RESOLUTION NO. 2023-14 APPROVING THE SECOND AMENDMENT TO THE FY2023 TASKS OF THE FY2022-2023 UNIFIED WORK PROGRAM (UPWP)*. The motion was **seconded** by Heid and **passed** unanimously.

DISCUSSION ITEMS:

FY2024-2027 Transportation Improvement Program (TIP) – Cunningham outlined the changes in the FY2024-2027 TIP, which include adding a section for the process of additional allocations and the process for project overages. Cunningham added information on the Greenhouse Gas (GHG) Transportation Report and added clarification on air quality significant projects by saying “two through lane miles” rather than just two-lane miles. There is an updated equity section including the new system reliability performance measures. The FY2024-2027 TIP will be released for public comment after the August Planning Council meeting. The FY2024-2027 TIP is scheduled to be adopted by Planning Council at their September meeting.

2050 Regional Transportation Plan (RTP) – Gordon noted the 2050 RTP is updated every four years, has at least a 20-year planning horizon and must look at the multimodal transportation system to meet the region’s economic, transportation, development, and sustainability goals. Projects identified in the Plan must be fiscally constrained. The Plan is divided into four sections: planning context, trends, visioning and scenario planning, and funding and financing. Gordon outlined the regionally significant corridors (RSCs) for roadways, trails and transit and plan projects. Gordon noted the funding estimates for the fiscally constrained projects with 68 percent of funding being flexible. Gordon described the scenarios evaluated in the plan: Baseline, No Build, Unconstrained, and High Density-Fiscally Constrained. The public comment period will close on August 9, and the Plan is scheduled to be adopted by Planning Council at their September meeting. The NFRMPO has received public comment with most of the comments noting the plan is too car-centric.

Bracke asked if there were any comments surrounding safety. Gordon noted one of the comments we have received from Greeley is concerning the PM1 Safety targets. Bracke asked what the overall funding need in the region is. Cunningham stated many RSC and non-RSC capacity projects were included in the unconstrained plan, and more details about the unconstrained projects is in Chapter Four of the RTP. Bracke asked how trips will change due to the change in population and job growth. Gordon noted change in trips is considered in the Regional Travel Demand Model. Gordon stated the NFRMPO is working with the consultants for the Land Use Allocation Model and the Regional Travel Demand Model to better coordinate the two models. Bracke asked how the NFRMPO will meet GHG reduction goals if VMT is increasing by 66%. Gordon noted the MOVES model assumes many of these miles will be with electric vehicles and buses. Baszler asked if there are Park-n-Rides in the plan. Gordon stated many local plans are considering this.

PRESENTATIONS:

Front Range Passenger Rail District (FRPR)– Karspeck introduced the Front Range Passenger Rail district Executive Director, Andy Karsian, and David Singer the CDOT project manager for the rail study. Karspeck noted that one of the major questions Planning Council has is the decision on the preferred alignment, and confirmed the Board of Directors will vote on the alignment. Karsian outlined I-25 congestion, safety and reliability is a major issue within the state. The initial service is Pueblo to Fort Collins with opportunities for expansion in the future using existing track shared with Freight. Singer differentiated between commuter rail and inter-city rail. Commuter rail serves one metropolitan area and usually stops frequently. Inter-city rail connects metropolitan centers across the state. The Federal Transit Administration (FTA) covers commuter rail, and the Federal Rail Administration (FRA) covers intercity. Singer outlined there are many kinds of trips this service will accommodate, including commuting, recreation, and students. Singer outlined the history of FRPR. Karsian noted the FRPR District was created by the Legislature in 2021 and functions as a new local government created to finance, design, construct, and operate a passenger rail service along the Front Range. Voters must approve the district to be able to levy taxes. The FRPR board is comprised of MPO/COG representatives, governor appointments, including CDOT, and other key stakeholders. Karsian noted there is a unique opportunity due to strong support from the state and substantial funding from the IIJA. Karsian outlined the Corridor identification and Development Program through the FRA and noted the District applied to be part of the program. If accepted, the district will receive around half a million dollars which will help advance the project. Singer outlined the Service Development Plan which is corridor planning for railroads. The Service Development Plan process defines station locations, service frequency, onboard amenities, infrastructure improvements, ticket prices, costs and financing plan, and railroad partnerships. This is a two-year long planning process and the FRPR is about halfway done.

Singer outlined the federal regulatory and funding criteria and the route analysis considerations. The district is looking to use existing freight lines. Karspeck asked if there have been considerations for spurs? Singer noted there could be opportunities for spurs in the future. The district is currently focused on initial service but intends on investigating spurs and additional connections in the future. Bracke asked if the alignment analysis is considering future changes in travel trips. Singer stated the district is using DOLA data and projections out to

2045 to determine activity centers which is fed into the statewide travel model which gives the district insight on activity centers in the future. Singer outlined the Service Development Plan process. Karsian outlined the four-year plan leading into a Ballot Initiative which is currently scheduled for 2026. Mallette asked how they will modify the timeline based on the Governor's desire for a 2024 ballot measure? Karsian noted the Governor is a major supporter of passenger rail and strong state support is key to the development of passenger rail and revisions to the timeline are yet to be determined. Karsian stated partnerships and local coordination are key for the success of this project, and the district will engage with local stakeholders throughout the planning, design, and implementation process. Baszler asked if the district has considered a route that does not go north of Boulder. Karsian stated that has been considered, but there is a required distance to be considered an inter-city rail by the FRA. Karspeck asked if from Colorado Springs to Boulder has been considered. Singer noted that has been considered, but the FRA may not consider that corridor to be long enough. James asked if the project is built in phases will the district be taxed in phases. Karsian noted the district is considering equity and timing in taxes. James asked if disproportionately impacted communities will be considered in station location. Singer noted the district will conduct a market analysis and where trips will begin and end which will consider demographic information as well as other factors.

COUNCIL REPORTS:

Transportation Commission – Bracke noted TC did approve additional funding for FRPR technical analysis. Bracke stated she listened in on the HB1101 meeting on 7/31 and expressed gratitude in the fact that Northern Colorado communities are participating in the process. Bracke noted she hoped there are additional discussions on Wellington potentially joining the NFRMPO. Bracke requested Council let her know if there is anything she can do to assist with the RPP formula discussions. Bracke thanked Weld County for agreeing to be the applicant for the MEGA grant. Mallette noted the NFRMPO will be in front of the TC in August for the GHG Report approval.

CDOT R4 Update – Thomas outlined the Inactives Projects Report. Mellon noted Johnstown has not received their contract from CDOT on the SH60 & Carlson Blvd – Intersection Improvements project. Thomas stated she will connect Mellon to Bryce Reeves who can provide assistance.

CDOT Inactives Report– A written report was provided.

STAC Report – A written report was provided.

I-25 Committee- James noted Weld County is applying for a MEGA grant for I-25 and contributing \$5 million.

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

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – No report.

Front Range Passenger Rail District – no report.

Host Council Member Report – Mellon noted Johnstown is nearing completion of a design study on SH60 and noted Johnstown will have to do a realignment on the SH60 and Colorado Blvd intersection. Mellon stated the Charlotte Street project which includes a park should be done in about a month.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 7:55 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



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

August 2023 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, September 7, 2023

Air Pollution Control Division (Division) Updates:

- As a friendly reminder, the Division has revamped its daily ozone pollution forecast emails. The division sends these daily emails so people have the necessary information to plan their day. The updates make it even easier for Coloradans to quickly get the information they want. If you haven't already, [subscribe for emails](#) in your area. We've also updated our [website on ozone pollution and health](#) to help answer frequently asked questions.
- The Division is hosting a series of Greenhouse Gas Intensity Verification Rule Protocol Public Meetings. The Colorado Air Quality Control Commission adopted the rule in July 2023. The rule defines how certain oil and gas facilities must calculate their greenhouse gas intensity, monitor operators to ensure compliance with intensity standards, and keep records. Oil and gas upstream operators must comply with new intensity requirements, which will decrease (reduce emissions) over five years (2025 - 2030). For more information please visit: <https://cdphe.colorado.gov/oil-and-gas-greenhouse-gas-stakeholder-process>

Air Quality Control Commission (Commission) Updates:

August 15-17, 2023 Commission Meeting

- Representatives from the Division and the NFRMPO provided an update on the conformity determination for the NFRMPO's 2050 Regional Transportation Plan (RTP) and FY2024-27 Transportation Improvement Program (TIP). The Commission provided its concurrence for the NFRMPO conformity determination for its RTP and TIP.
- The Commission adopted energy performance standards for large buildings in Colorado, as directed by state law (HB21-1286). The building performance standards rule applies to about 8,000 buildings in Colorado. This includes most commercial, multifamily, and public buildings 50,000 square feet or larger. There are some exceptions, such as for single family homes, duplexes, triplexes, storage facilities, standalone parking garages, airplane hangers, or buildings where more than half of the space is used for manufacturing, industrial, or agricultural purposes. Additional information about the rule is available at: <https://cdphe.colorado.gov/press-release/colorado-establishes-new-standards-for-large-buildings-to-use-less-energy-reduce>

Upcoming Commission Activities

September 20-22, 2023 Commission Meeting

- The Division will request that the Air Quality Control Commission set a hearing for revisions addressing the Clean Air Act (CAA) Ozone Nonattainment requirements for the 2008 and/or 2015 Ozone National Ambient Air Quality Standards (NAAQS). This would include proposed elements to Colorado's SIP and may include revisions to associated regulations including Regulation Number 3, Regulation Number 7, Regulation Number 21, Regulation Number 25, Regulation Number 26, and Air Quality Standards, Designations and Emission Budgets, and establishing a new Regulation Number 29.
- The Division and the US National Park Service will present to the Commission its significant user prescribed fire planning renewal document.
- The Division and the US-DOD Fort Carson will present to the Commission its significant user prescribed fire planning renewal document.
- The Commission will consider revisions to Regulation Number 27 adding new revisions to reduce greenhouse gas emissions for the industrial and manufacturing sector, and make any necessary revisions to reduction strategies for Energy Intensive, Trade-Exposed Manufacturing Source Audit Program, in response to HB19-1261 and HB21-1266.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 16, 2023**

APPROVAL OF THE JULY 19, 2023 TAC MINUTES

Oberschmidt moved to approve the July 19, 2023 TAC minutes. Buckman seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore stated RAQC is finalizing the submittal of documentation demonstrating attainment for 2026 to the AQCC, beginning the rulemaking process that will conclude in December.

ACTION ITEMS

2050 Regional Transportation Plan (RTP) – Gordon thanked the TAC for their support and guidance over the two-year process. Gordon stated the public comment period for the 2050 RTP opened on July 10, 2023, and closed on August 9. Gordon reviewed the public comment which had been received and how it was incorporated into the final draft. A public outreach appendix was included in the TAC handout to summarize the public outreach process and the comments received. Gordon stated a recent public comment letter from the National Resource Defense Council (NRDC) will be included in the upcoming Planning Council packet. Relford moved to approve the 2050 RTP. Oberschmidt seconded the motion, which was approved unanimously.

FY2024-2025 Transportation Improvement Program (TIP) – Cunningham reviewed the proposed updates to the FY2024-2027 Transportation Improvement Program (TIP) and discussed the public comment period for the TIP, which began on August 4. Oberschmidt moved to approve the FY2024-2027 TIP. Relford seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

2023 Call for Projects Q&A – Cunningham answered questions from the committee regarding several topics related to the 2023 Call for Projects. The committee discussed funding requests, specifically clarifying if requesting less funding increased the odds of project selection. Cunningham also explained how collaboration between partner agencies could be beneficial towards greater odds of project selection. The group reiterated the importance of coordinating with CDOT and receiving concurrence on projects prior to applying.

US34 Project Update – Gordon summarized three important projects happening along the US34 corridor: the US34 Transportation Management Organization (TMO); LinkNoCo Phase II; and new transit service on the corridor. The grant funded TMO will promote alternatives to driving and will move forward once the NFRMPO receives a contract from CDOT. LinkNoCo Phase II will focus on the US34 corridor, identifying operational and capital needs. Discussions are happening about how to implement transit on the US34 corridor, ranging from investing in vanpools to running a full fixed-route service.

Northern Colorado Regional Mobility Meeting —MINUTES

August 22, 2023

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Cory Schmitt, NFRMPO
- Lisa Deaton, NFRMPO
- Ruth Fletcher-Carter, RAFT
- Janet Bedingfield, 60+ Ride
- Amy Threewitt, 60+ Ride
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Kimberly Aguilar-Pauli, Arc of Larimer County
- Aaron Oberndorf, CO Division of Vocational Rehab
- Marge Martinez, United Way of Weld County
- Brian Dubois, Town of Berthoud
- Steve Conaway, RAFT
- Ari Edgley, Foothills Gateway
- Megan Kaliczak, zTrip
- Lisa Bitzer, Via Mobility Services
- Cynthia “Lou” Louis, Transfort
- Katlyn Kelly, Transfort
- Jacque Penfold, Community member

Virtual:

- Brooke Bettolo, NFRMPO
- Alex Gordon, NFRMPO
- Connie Nelson-Cleverly, SAINT
- Kimberly Baker, Larimer County Department of Health and Environment
- Robin Upton, WAND
- Melanie Royalty, Transfort
- Nicole Limoges, Larimer County Office on Aging
- Olga Gonzalez, Weld County Department of Public Health & Environment
- Desiree Sandoval, RE-4 School to Work

2. Group Introductions, Review of Agenda, Minutes Approval

Both virtual and in person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know one another and learn more about each other’s respective organizations and services. The online group did a modified version of the speed networking via the chat.

Presentations & Activity

1) Via Mobility Services - Weld County Service – Bitzer

Bitzer gave a presentation on Via Mobility Services Weld County Expansion. Slides can be found [here](#) and an online service area map can be found [here](#).

Bitzer mentioned that applications and ridership have increased, and that Via is on pace for 60-70 trips in the first month of the service. The program has two vehicles, both of which are wheelchair accessible. Pick-ups are 8am-4:30pm M-F. Pick up window is typically around 30-45 minutes, varying depending on travel distance. Clients can book trips 7 days in advance and sometimes on the same day.

Members discussed how to qualify for services, costs, and the service areas. Some Weld County cities have not opted into service, including the Town of Milliken. LaSalle just recently decided to join the service.

2) NFRMPO Updates – Gordon

Gordon gave a presentation on MPO updates, including the 2050 Regional Transportation Plan, LinkNoCo Phase II, currently open call for projects, and upcoming walk/bike audits in the region. Slides can be found [here](#).

Gordon discussed the purpose of the Long Range Transportation Plan and then if all goes well, the Planning Council will approve the plan at the next meeting on September 6, 2023. Another project soon to be underway is the next phase of the LinkNoCo Premium Transit Study. Phase One recommended three major corridors for transit investment to connect Loveland to Greeley, Loveland to Windsor, and upgrading Poudre Express from Greeley to Fort Collins, possibly bus rapid transit or rail. LinkNoCo Phase II is looking at operating scenarios and developing a capital improvement list for the Loveland-Greeley corridor along US34. There is a demand for this service and there has been talk with involving Johnstown as they have shown interest. Gordon also discussed the Eaton Walk audit scheduled for September 14th and Berthoud bike/walk audits scheduled for either October or spring 2024. The Active Transportation Plan kicks off in October and Mobility Committee members can join the Steering Team by contacting Jerome Rouser (jrouser@nfrmpo.org).

3) RideNoCo Updates and Future of Mobility Committees Discussion– Schmitt

Schmitt shared a brief update on RideNoCo (slides [here](#)) that included progress on the Phase 3 of the TDS integration project. A lot of progress has been made and now it has been turned over to the developers to make changes to their platforms to allow communication between providers to happen. This will help RideNoCo to gather intake information from callers and send it to the provider. We are opening access to the MPO's Language Link Interpretation Services to volunteer transportation providers participating in the TDS Coordination Project (60+ Ride, RAFT, SAINT) on a pilot basis beginning Friday.

Mobility Case Study: 87-year-old man who lives on the Larimer side of Windsor that needs transportation for daily infusions at Medical Center of the Rockies/Poudre Valley Hospital (PVH) for 4-6 weeks. Recommended calling insurance, Windsor Senior Rides (via email) zTrip, and Seniors 4 Seniors quoting \$40-80 per hour.

Members discussed how some insurance providers have transportation coverage, but the application processing and approvals take a long time. Another suggestion was to contact the office or hospital where treatment is being given and speak with the transportation planner; some hospitals may provide or pay for transportation. A transit option is GET's Poudre Express that can connect him to Fort Collins then transfer to Transfort that has a route that can drop him off at PVH. It was discussed that counties should evaluate service areas and see if they can "bleed" outside their boundaries. Members also asked if the MPO could work to provide vouchers for urgent access to transportation?

Wrap Up + Next Steps

A special acknowledgement was given to Ruth Fletcher-Carter for her many years of service to mobility in the Berthoud area and across Northern Colorado.

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC) Meeting: September 26, 2023
- b. Larimer County Mobility Committee (LCMC) Meeting: October 24, 2023
- c. Northern Colorado Mobility Committee: November 28, 2023

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

August 24, 2023
3:00 p.m.
Microsoft Teams

Members	Staff	Guests
Jon Mallo	Suzette Mallette	Robert Dahill, MHP, LLC
Paul Rennemeyer	Rachel Stillwell	Kyle Gruver, MHP, LLC
	Barbara Bills	
	Michelle Edgerly-Go Figure	
	Becky Karasko	
	Cory Schmitt	

The meeting was called to order by Mallo at 3:03 p.m.

Approval of Minutes:

Rennemeyer made the motion to approve the April 20, 2023, meeting minutes, and Mallo seconded.

2022 Audit:

Robert Dahill and Kyle Gruver, members of the auditing firm, MHP, LLC, reviewed the 2022 audit. The audit was delayed due to issues with the Trial Balance and no institutional knowledge to expedite the correction. The issue was between the VanGo account and the MPO account that together balanced but separately did not. This was corrected by transferring between the two accounts, called 'due to/due from'. The audit is substantially complete with only the local match revenue balance still outstanding. This will be corrected prior to the Council meeting on September 7th. The auditors intend to issue an unmodified opinion with one corrective action on the 'due to/due from' which staff have already implemented. Rennemeyer moved to approve the draft audit reports for Council adoption and Mallo seconded. It was approved unanimously.

Mobility Report:

Schmitt gave a quarter one and quarter two Mobility update. He mentioned how the new mobility staff has hit the ground running and are already making a difference. He also discussed the RideNoCo Trip Scheduling software and our collaboration with our sub recipients. A verbal report to the whole Council will be given in November 2023.

The meeting was adjourned at 3:45 p.m.

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

August 10, 2023

Attendees: Nathalie Rachline, Pauline Migliore, Gary Strome, Matt Maynard, Brad Ragazzo

Staff: AnnaRose Cunningham, Alex Gordon

2050 Regional Transportation Plan Outreach

Cunningham asked the group their feedback on the 2050 RTP. The group stated they were interested to hear what the public responded. Gordon explained that a major comment was about the focus on capacity, and NFRMPO staff expanded the vision corridors to highlight feedback from the public, multimodal improvements, and better context for improvements along the corridors. Cunningham explained the feedback about safety, specifically about the performance measures and targets. Rachline asked if there could be a performance measure about reduction in crashes instead of a target. Cunningham explained ideas NFRMPO staff will incorporate into the next RTP, including regional performance measures for safety, vehicle miles traveled, and non-motorized transportation. Migliore asked if the crash data was calendar year or fiscal year. Cunningham stated it is calendar year and explained some of the delays in getting data. Cunningham provided further context, including local communities applying for Safe Streets & Roads for All (SS4A) grants. Ragazzo asked if the public would be able to see the plans. Cunningham stated public outreach is required as part of the grant.

Cunningham reviewed the evaluation process of the 2050 RTP public outreach phase, including the four guiding principles. This evaluation will be incorporated into the Plan itself. Maynard recommended doing more youth outreach.

US34 Corridor Discussion

Gordon explained the US34 Transportation Management Organization (TMO), LinkNoCo Phase II, and the conversations around transit in the region. Maynard emphasized first mile/last mile connection needs, including park-n-rides and other options. COLT and GET need to work together to break down barriers and to make sure that transfers to local transit are convenient.

Roundtable

Cunningham stated the group will be meeting in October because she will be at a conference in September. Instead, Cunningham will share the Shift Driving training provided by Bicycle Colorado.

NoCo Bicycle and Pedestrian Collaborative is hosting a walk audit in Eaton on September 14, 2023. Gordon summarized the walk audit that NoCo Bike & Ped did on August 9, 2023.

The meeting was adjourned at 7:27 p.m.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 7, 2023 Windsor	Air Quality Conformity Determinations **CONSENT**	Becky Karasko
Objective/Request Action		
To approve the air quality Conformity Determination for the <i>2050 Regional Transportation Plan</i> (RTP). The Determination also applies to the NFRMPO's FY2024-2027 Transportation Improvement Program (TIP), a portion of the Transportation Planning Region (UFRTPR) <i>2045 RTP</i> , and a portion of the FY2024-2027 Statewide TIP (STIP).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ol style="list-style-type: none"> 1. The Conformity Determination for the <i>2050 RTP</i> meets the federal air quality requirements for ozone and carbon monoxide (CO). 2. Because the <i>2050 RTP</i> contains new projects a new regional emissions analysis (REA) was conducted. <ul style="list-style-type: none"> • The REA demonstrates the <i>2050 RTP</i> and associated TIPs do not exceed the budgets established in both the Moderate Ozone State Implementation Plan (SIP) and Serious Ozone SIP in any of the staging years. • An REA is not included for CO because transportation plans and programs in CO limited maintenance plan areas are presumed to automatically satisfy the emissions budget test requirement. 3. The Determination also covers the portion of the Upper Front Range Transportation Planning Region (UFRTPR) within the Northern Subarea, including such portion of their 2045 RTP and the Colorado Department of Transportation's (CDOT) FY2024-2027 STIP. 		
Committee Discussion		
None.		
Supporting Information		
<ul style="list-style-type: none"> • The Conformity Determination demonstrates the TIP will not: <ul style="list-style-type: none"> ○ Create new violations of the National Ambient Air Quality Standards (NAAQS); ○ Increase the frequency or severity of NAAQS violations; or ○ Delay timely attainment of the NAAQS or achievement of any interim milestone. • The Interagency Consultation Group (ICG) concurred on the following element of the conformity determination: <ul style="list-style-type: none"> ○ Using the non-routine conformity process identified in the Air Quality Control Commission's (AQCC's) Regulation 10. • The public comment period for the conformity determination opened on August 4 and closed on September 2, 2023. No comments were received. <p>Under the 2008 ozone standard of 0.075 ppm the Denver-North Front Range region is designated as a Serious nonattainment area. Under the 2015 standard of 0.070 ppm the Denver-North Front Range region is designated as a Moderate nonattainment area. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx). These budgets were developed for the Serious Ozone SIP approved by EPA in 2023. The conformity reports reflect demographic and travel projections out to 2050.</p> <p>The test results for all pollutants (NOx and VOC) indicate no failures in the horizon years. Therefore, conformity is demonstrated for the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Nonattainment Area. The following table demonstrates compliance with MVEBs for ozone precursors for the projected years.</p>		

8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea¹)

(Emission Tons per Day¹)

Northern Subarea	Ozone Precursor	Moderate SIP Budgets (2008 Ozone Standard)	2026	2030	2040	2050	Pass/Fail
2008 Ozone NAAQS	Volatile Organic Compounds (VOC)	8	4	3	3	4	Pass
	Oxides of Nitrogen (NOx)	10	3	2	2	2	Pass
2015 Ozone NAAQS	Volatile Organic Compounds (VOC)	8	4	3	3	4	Pass
	Oxides of Nitrogen (NOx)	10	3	2	2	2	Pass

¹The emissions of both VOC and NOx shown in the table are considered conservative due to two modeling assumptions:

- Additional VOC emission reductions would have been calculated if a more stringent, lower gasoline Reid Vapor Pressure (RVP) specification had been modeled. The assumed RVP for the Northern Subarea was 8.5 pounds per square inch (psi) and 10 percent by volume ethanol in all gasoline. In contrast, EPA established an applicable standard for gasoline at 7.8 psi under the federal volatility control program in the Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado 1997 8-hour ozone nonattainment area—as codified in volume 40 of the Code of Federal Regulations (CFR) Part 81--during the high ozone season, effective on March 31, 2010.
- No emission reduction credit in the model had been calculated for the State-only inspection and maintenance (I/M) program currently active in Larimer and Weld counties.

The FY2020-2023 TIP and the 2045 RTP meet all conformity criteria as identified in 40 CFR 93.109 and meets all planning requirements identified in 23 CFR 450.

Full Report Online

The Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination and Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination document is available on the NFRMPO website at: <https://nfrmpo.org/wp-content/uploads/2023-conformity-report-2050rtp.pdf>.

Advantages

Approval of these conformity determinations allows the Planning Council to adopt the FY2024-2027 TIP and to adopt the 2050 RTP to remain in compliance and allow federal projects to move forward.

Disadvantages

None noted.

Analysis/Recommendation

NFRMPO staff recommends Planning Council approve the Conformity Determination.

Attachments

- **Resolution No. 2023-15**

Rev. 11/28/2018

RESOLUTION NO. 2023-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING
AREA FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FISCALLY
CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN (RTP) AND FOR THE NORTHERN SUBAREA OF
THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION 2045 RTP AND THE FY2024-2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, a portion of the City of Fort Collins is currently designated as a maintenance area for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the NFRMPO boundary, but are contained within the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area was expanded in December 2021 to include all of Weld County to the state line; and

WHEREAS, the NFRMPO is required to update the 2050 RTP to be in compliance with the State of Colorado GHG Planning Standard; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the FY2024-2027 TIP, the 2050 RTP, a portion of the Upper Front Range 2045 RTP, and a portion of the Colorado FY2024-2027 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.

Scott James, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: September 7, 2023

Re: 2050 Regional Transportation Plan (RTP) Adoption **CONSENT******

Background

NFRMPO staff has been working on the 2050 Regional Transportation Plan (RTP) with the guidance of the TAC and Planning Council. Major components of the 2050 RTP include the Land Use Allocation Model (LUAM), Regional Travel Demand Model (RTDM), Fiscally Constrained Plan, and corridor visioning.

Every four years, the NFRMPO is required to update the region's long-range plan, taking into account current socioeconomic and transportation trends, anticipated needs, and anticipated funding. The Plan must be multimodal and take into consideration the transportation system's impact on Greenhouse Gas (GHG) emissions and impacts to air quality.

The 2050 RTP is divided into four chapters:

- **Planning Context:** explanation of the NFRMPO, the transportation system, and local, state, and federal requirements
- **Trends:** exploration of socioeconomic trends, system performance, safety and resiliency, and emerging technologies
- **Scenarios and Visioning:** identifying each roadway, transit, and active transportation corridor, and how funding/projects impact key performance metrics
- **Funding and Financing:** identification of anticipated funding, proposed projects, and fiscal constraint

The 2050 RTP was released for public comment on July 10, 2023 and closed on August 9, 2023. Local community staff and residents submitted public comments, which were incorporated into the final version of the RTP. A major theme of the comments received was the focus on roadway capacity instead of alternative transportation. Public comment is summarized in *Appendix A* of the final version of the 2050 RTP: <https://nfrmpo.org/wp-content/uploads/2050-regional-transportation-plan.pdf>.

NFRMPO staff prepared the GHG Transportation Report, which will be taken to the Transportation Commission for their approval on August 16, 2023. A Conformity Report was prepared, which will be adopted before the 2050 RTP at the September 7, 2023 Planning Council meeting. The Conformity Report was taken to the August 15, 2023 Air Quality Control Commission (AQCC) meeting where they concurred with the positive conformity determination.



Action

Staff requests TAC recommend Planning Council adopt the 2050 RTP.

RESOLUTION NO. 2023-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FISCALLY CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN

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

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

WHEREAS, the Planning Council, in their responsibility as the Lead Planning Agency and constituting the Northern Subarea of the Denver Metro/North Front Range 8-Hour Ozone Nonattainment Area, has made a positive air quality conformity determination on the 2050 RTP; and

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the Planning Council adopted the GHG Transportation Report for the 2050 RTP, which followed CDOT’s GHG Transportation Planning Standard, and was approved by the Colorado Transportation Commission; and

WHEREAS, the Planning Council approves the 2050 RTP and submits copies for informational purposes to the Governor and official copies for approval to FHWA and FTA;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2050 Regional Transportation Plan (RTP).

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.

Scott James, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: September 7, 2023

Re: *CONSENT* FY2024-2027 Transportation Improvement Program (TIP)

Background

The NFRMPO has drafted the Fiscal Years (FYs)2024-2027 Transportation Improvement Program (TIP) to be in alignment with the 2050 Regional Transportation Plan (RTP), air quality conformity determination and regional emissions analysis, and Colorado Greenhouse Gas (GHG) Transportation Report as well as to coordinate with the CDOT FY2024-2027 Statewide TIP (STIP) as adopted May 20, 2023.

The Draft FY2024-2027 TIP includes all federally funded and/or regionally significant surface transportation projects programmed to receive funding in FY2024-2027. All projects with funding in the FY2023-2026 TIP with funds in FY2024-2026 will be carried over into the FY2024-2027, as well as projects which have had funds rolled from FY2023 into FY2024 and qualifying projects submitted during the TIP Project Submission window (May 16-May 30, 2023). Any amendments or modifications made to projects or funding following July 19, 2023 will be incorporated upon the effective date of the TIP.

The Draft FY2024-2027 TIP carries forward the policies and procedures in the FY2023-2026 TIP with the following updates:

- Addition to the Air Quality Significant project definition;
- Details and restrictions on the additional allocation process;
- Alignment of the TIP with the GHG Transportation Report;
- Updated Equity and Performance Measure analysis; and
- Differentiation between FTA and FHWA CMAQ funds.

The public comment period for the Draft FY2024-2027 TIP and the associated Conformity Determination was open August 4, 2023 through September 3, 2023. No comments were received during the public comment period.

The Draft FY2024-2027 TIP is available for review at the following link: <https://nfrmpo.org/wp-content/uploads/fy-2024-2027-tip-draft.pdf>.

Action

Staff requests Planning Council approve the FY2024-2027 Transportation Improvement Program (TIP).



Attachments

[Draft FY2024-2027 TIP](#)

Resolution 2023-17

RESOLUTION NO. 2023-17
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

WHEREAS, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, transportation projects programmed in the FY2024-2027 TIP are consistent with the adopted 2050 Regional Transportation Plan, adopted September 7, 2023; and

WHEREAS, the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range is also within the Denver-North Front Range 8-hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for CO in the North Front Range; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended in 1990, and the State Implementation Plan (SIP) for air quality; and

WHEREAS, the ozone conformity determination and the CO conformity determination demonstrate conformity of the FY 2024-2027 TIP as required by 40 CFR §93; and

WHEREAS, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2024-2027 TIP is in conformance with the requirements of 23 CFR §450.326.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.

Scott James, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Michelle Edgerly – Go Figure

Date: August 29, 2023

Re: 2022 NFRMPO Audit

BACKGROUND

Per the NFRMPO's funding contracts, the Agency is required to have an annual independent audit of its financial statements. Per an opinion from the State of Colorado Auditors' office, the organization meets the definition of local government and therefore, must prepare and have audited calendar year (January 2-December 31) financial statements.

McGee, Hearn and Paiz, LLP (MHP) performed the 2022 independent audit. Robert Dahill and Kyle Gruver, MHP, LLC, met with the Finance Committee on August 24, 2023 to review the finance statement package, audit opinion, and required communication with management. The audit opinion states the NFRMPO's financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2022. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed.

The Unmodified audit identified a Significant Deficiency in the internal controls over financial reporting due to maintaining one trial balance for both the General Fund and VanGo. It was recommended the internal control processes over interfund transactions be revised to ensure the accuracy and completeness of financial information. No noncompliance or violations were noted. No issues or problems were identified with federal expenditures, and the NFRMPO qualified as a low-risk auditee.

Upon approval, the Audited Financial Statements will be submitted to the Federal Highways Administration, Federal Transit Administration, Colorado Department of Transportation, Colorado Department of Public Health and Environment, State Auditors' Department, and the City of Fort Collins.

The summary of the audit findings are attached, the full audit is available here: <https://nfrmpo.org/wp-content/uploads/2022-audited-financial-statements-draft.pdf>

ACTION

The Finance Committee recommends that the NFRMPO Council review and accept the 2022 Audited Financial Statements.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
September 7, 2023 Windsor	WCR 13 Alignment Improvements Project Scope Change	Omar Herrera Town of Windsor
Objective/Request Action		
The Town of Windsor is requesting the Planning Council discuss amending the scope of the <i>WCR 13 Alignment Improvements</i> project.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The Town of Windsor received an award during the 2018 Call for Projects for \$1,187,311 STBG funds in FY2023 for the <i>WCR 13 Alignment Improvements</i> projects (application attached). The Town of Windsor has discussed partnering with Larimer County, Weld County, and the Town of Timnath; however, the discussions were not fruitful, and the Town is short of being able to complete the full scope of the project by themselves. The Town of Windsor identified three potential options moving forward and presented the options to the TAC at their meeting on July 19. TAC recommended keeping the funding with the project and reducing the scope of the project to be completed with the awarded funding. The full project cost of the <i>WCR 13 Alignment Improvements</i> project as awarded was \$3,592,196. The Town had identified \$2,158, 383 in Local Overmatch to complete the full scope of the project. The reduced scope can be completed with \$2,047,000 		
Committee Discussion		
This is the first time the Planning Council has discussed the <i>WCR 13 Alignment Improvements</i> Project Scope Change		
Supporting Information		
The Town of Windsor presented the following options for the <i>WCR 13 Alignment Improvements</i> project to TAC. The options are presented in order of the Town of Windsor's preference:		
<ol style="list-style-type: none"> Transfer the STBG funding from the <i>WCR 13 Alignment Improvements</i> project to the <i>Intersection Improvements at SH257 & Eastman Park Dr.</i> project to cover unexpected shortfalls due to supply chain cost increases. The winning construction bid came in at \$7.36M, which led to a \$1.11M shortfall. Reduce the scope of the project to constructing only the south leg of the intersection with the FY2023 STBG award. This would include realigning the south leg of the WCR13/LCR32E intersection to improve sight distance, add auxiliary lanes, improve safety, and add bike connectivity. The remaining scope of the project (north leg realignment) would require additional funding or be constructed by other agencies in the future. See attached exhibit. Return the funding to the STBG pool to be awarded through the NFRMPO Call for Projects Process. 		
<u>NFRMPO Process Considerations</u>		
<ol style="list-style-type: none"> The process set out in the NFRMPO Transportation Improvement Program (TIP) states within the TIP Delay Procedure that projects which are unable to meet project milestones may have funding removed from the project to be returned to the NFRMPO Federal funding pool to be awarded through the competitive process or to the next available waitlisted or partially funded project. Currently, there are no partially funded or waitlisted projects within any NFRMPO federal funding pool. Additionally, the <i>Intersection Improvements at SH257 & Eastman Park Dr</i> was awarded funding through two NFRMPO Calls for Projects and is considered fully funded with no funding amount waitlisted. 		
Advantages		
Reducing the scope of the project allows for the original project which was awarded funding to move forward and follows the policies outlined in the Transportation Improvement Program (TIP).		

Disadvantages

Reducing the scope of the project means the full realignment of the roadway as outlined in the *WCR 13 Alignment Improvements* project application will need to be completed in the future.

Analysis/Recommendation

NFRMPO Staff requests Planning Council review the request from the Town of Windsor and discuss the scope change.

Attachments

- *WCR 13 Alignment Improvements* Application
- *WCR 13 Alignment Improvements Project* Scope Change Presentation

Surface Transportation Block Grant (STBG) Project Application

2018 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

Project Description

Project Name (160-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe:	
Project Description:	

Project Planning

Which 2040 Regionally Significant Corridor is the project on?
How does the project fit with the 2040 NFRMPO Regional Transportation Plan Corridor Vision?

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Performance Measure(s) - Identify at least one federally required measure	Project Impact (Please attach any relevant data)

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes:	Time Period of Crash Data (at least three years):	Data Source:
ADT on facility (if intersection, please provide ADT on all legs):	Time Period of ADT:	Data Source:

Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data:

Mobility

Please describe how the project improves mobility.

System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Economic Development

Please describe qualitatively how the project supports economic development:

Funding				
	Source	FY2022	FY2023	Total
Federal Request	STBG			
Local Match				
Other Funding / Local Overmatch				
	Total Project Cost			
	Total Local Funding			
	Total STBG Funding Request			

Operations

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:

Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

☐ Project location map
☐ Detailed cost estimate per unit (if applicable) and by phase
☐ Resolutions of support and letters of approval



WCR 13 Realignment Proposed Scope Change

NFRMPO Meeting
September 7, 2023



1



Background

- Colorado Boulevard (WCR13) is a north-south arterial that connects Northern Colorado to Denver
- Colorado Boulevard acts as an alternative to I-25
- The intersection(s) of Colorado Boulevard and WCR 68 ½ has operational/safety issues that need to be addressed

2



Background continued

- The Town of Windsor received an award during the 2018 Call for Projects for \$1,187,311 STBG funds in FY2023
- The Town of Windsor needed partners for the project – Larimer County, Weld County and Town of Timnath
- Discussions with the three entities were not fruitful and the Town of Windsor cannot construct the project alone.
- The Town of Windsor is requesting a change of scope that would allow the southern half of the project be constructed by the Town
- The northern half will need to be addressed in the future

3



Original Benefits



4



Options Considered

1. Transfer the STBG funding from the *WCR 13 Alignment Improvements* project to the *Intersection Improvements at SH257 & Eastman Park Dr.* project to cover unexpected shortfalls due to supply chain cost increases.
2. Reduce the scope of the project to constructing only the south leg of the intersection with the FY2023 STBG award. This would include realigning the south leg of the WCR13/LCR32E intersection to improve sight distance, add auxiliary lanes, improve safety, and add bike connectivity.
3. Return the funding to the STBG pool to be awarded through the NFRMPO Call for Projects Process.

5



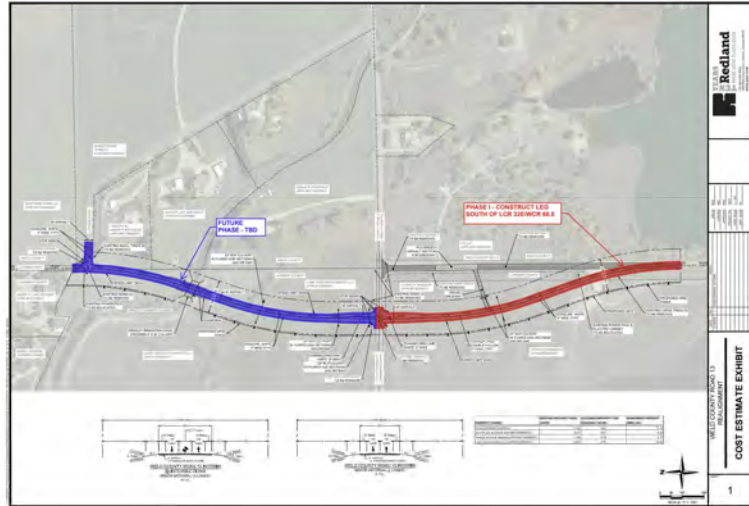
Option 2

- The TAC considered the alternatives at their July 2023 meeting and felt that Option 2 – reduced scope was the most appropriate option
- The full project cost of the *WCR 13 Alignment Improvements* project as awarded was \$3,592,196. The Town had identified \$2,158,383 in Local Overmatch to complete the full scope of the project. The reduced scope can be completed with the funds previously awarded

6



Revised Plan



7



Estimated Project Costs

- Phase One Construction = \$2,047,000
 - STBG = \$1,187,311
 - Local Match = \$246,813
 - Local Over Match = \$612,876

8



Pros and Cons

- **Advantages**
 - Reducing the scope of the project allows for the original project which was awarded funding to move forward and follows the policies outlined in the Transportation Improvement Program (TIP).
- **Disadvantages**
 - Reducing the scope of the project means the full realignment of the roadway as outlined in the *WCR 13 Alignment Improvements* project application will need to be completed in the future.
 - Operational issues that exist will continue

9



Recommendations

- Approve the Change of Scope for the WCR 13 Realignment Project
- Continue to work with the NFRMPO to secure regional partners for the second phase

10



Omar Herrera, Deputy Director of Engineering
Town of Windsor, CO

US34 Corridor Planning

Planning Council



North Front Range
Metropolitan
Planning
Organization



September 7, 2023

1

Agenda

1

Transportation
Management
Organization



2

LinkNoCo Phase II



3

New Transit Service

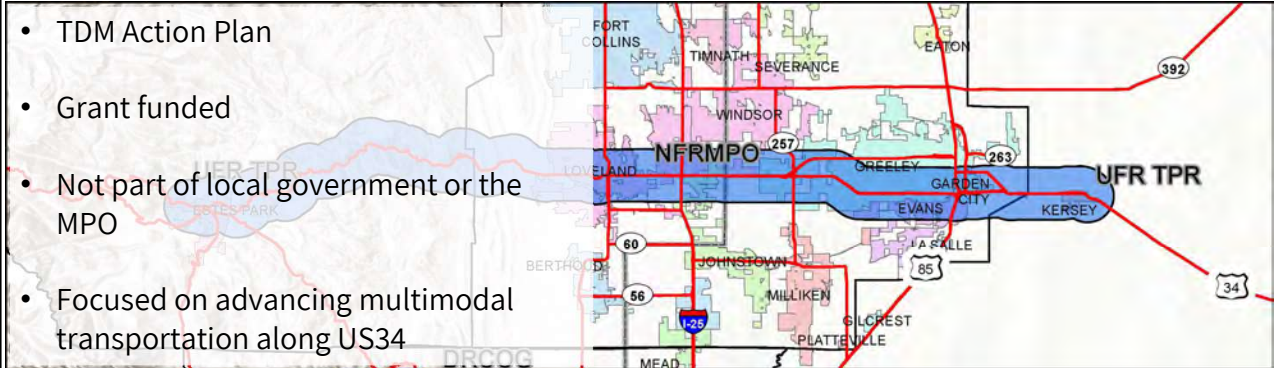


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2

Transportation Management Organization: Overview

- TDM Action Plan
- Grant funded
- Not part of local government or the MPO
- Focused on advancing multimodal transportation along US34



3

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Transportation Management Organization: Purpose

- Support US34 Coalition
- Advocate for more multimodal options on US34
- Work with businesses, residents, and visitors to reduce single occupancy vehicle trips
- Test and pilot new and different transportation options



4

4

Transportation Management Organization: Funding



Funding Source	Amount
MMOF	\$75,000
VanGo™ Sales Tax Exchange	\$37,500
Office of Innovative Mobility	\$100,000
Local Community Match	\$25,000
Total	\$237,500

5

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Transportation Management Organization: Timeline

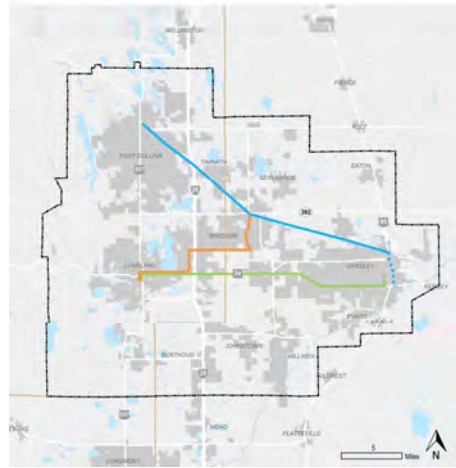
- CDOT notification – February 26, 2023
- CDOT Contract – hopefully soon?!
- Development of RFQ
- Hiring of consultant
- Establishment of the US34 TMO



6

6

LinkNoCo Phase I Review



Purpose:

- Feasibility of premium transit connecting regional destinations
- Governance structure
- Funding opportunities

Recommendation:

- Transit along US34, Loveland to Windsor, and upgrade of Poudre Express to regional rail/bus rapid transit
- Intergovernmental Agreements (IGAs)

7

7

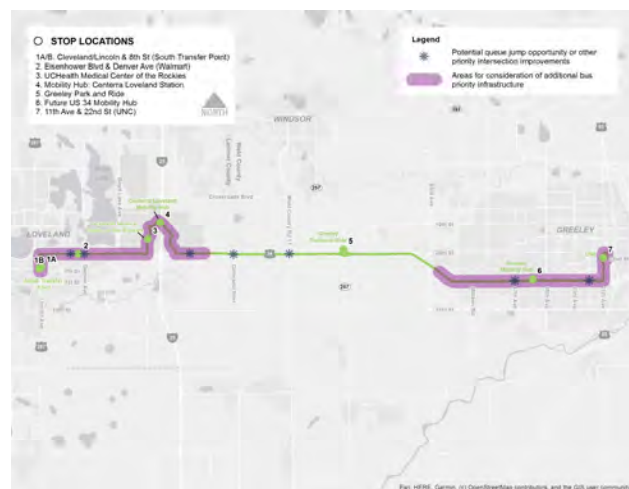
LinkNoCo Phase II

Core Tasks

- Premium Transit Operating Scenarios
- Premium Transit Capital Improvements List
- Engagement
- Final Report

Additional Tasks (funding dependent)

- Station Footprints, Right-of-Way (ROW), and Additional Engineering



8

8

LinkNoCo Phase II Timeline

	2023						2024											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
RFP																		
- Released																		
- Closed																		
- Contract Award																		
Planning Process																		
- Project Kickoff																		
- Plan Development																		
- Outreach																		
- Recommendations to Council																		

9

9

LinkNoCo Phase II Budget



Funding Source	Amount
MMOF	\$125,000
VanGo™ Sales Tax Exchange	\$125,000
FTA §5304 – applied	\$100,000
Total	\$350,000

10

10

US34 Transit Services



VanGo™ Service



**Microtransit
Flexible service**



Fixed-route service

11

11

Questions for Council

- Who needs to be involved in the TMO?
How do we get people interested in the TMO?
- Who needs to be involved in transit development along US34?
- General questions or concerns we should think about in these processes



12

12

Questions?

Alex Gordon, PTP
Transportation Planner III
agordon@nfrmpo.org
(970) 289-8279

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Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: Thursday, August 3, 2023; 8:30 a.m. – 11:30 a.m.

[STAC Meeting August 3, 2023 Recording](#)

Highlights and Action Items

Legislative Report – Emily Haddaway and Jamie Grim CDOT Office of Policy and Government Relations (OPGR)

- In the process of proposing the different legislation agenda items to the Governor's office, which will be reviewed next July.
- The Transportation Legislation Review Committee (TRLRC) met for the first-time last month in which the OPGR gave a presentation on railroad safety. The TRLRC will hold another meeting August 20th, 2023.
- OPGR has been asked to give a presentation on Bus Rapid Transit (BRT), give a maintenance update from the winter season of '22-'23, updates on HB 1101 TPR Boundary Study, and the implementation of SB 23-268, the 10-year Plan reporting bill.
- The Efficiency and Accountability Committee will be meeting on August 17th, 2023, and Vince Rogalski will be joining to represent the TPRs.
- Congress adjourned until the end of August without making progress on a Spending Bill. This could lead to a potential shutdown of the government, which would affect CDOT and our federal partners, FTA and FHWA.
- STAC Vice Chair Heather Sloop requested to have more transparency and time for STAC consideration when CDOT adds new items to Bills or puts new requirements on older Bills, during the next legislative session.

HB1101 Boundary Review Study Update – Herman Stockinger, CDOT Deputy Director

- Herman provided an update on the HB1101 Boundary Review process and the status of the TPR Study.
- The TPR Study survey is live and will remain open until August 31, 2023. STAC members were encouraged to get their TPR members, transportation stakeholders, and any other interested individuals to take the survey.
- A GIS tool was developed in which members can review the different data that has been studied for HB 1101. The tool allows you to switch between the different criteria to consider what kind of impacts it has on your specific area's boundaries.
- All meeting recordings and presentations will be posted on the CDOT TPR webpage. Since April, CDOT staff have traveled over 4,500 miles to attend in person every rural TPR meeting and many MPO meetings to give updates.
- CDOT staff plans to attend the Southwest TPR and Gunnison Valley TPR meetings on August 10th, and San Luis Valley TPR on August 24th.
- Some helpful feedback from TPRs and MPOs include:
 - Agreement that there should be more consistency with governing documents, which creates an opportunity for CDOT to create a better system to maintain institutional knowledge.
- Next steps:
 - CDOT staff will continue to gather and analyze input via the survey until August 31st.
 - Continue meeting with stakeholders and attending TPR meetings.
 - Begin to draft recommendations related to governance and boundaries.
 - Conduct a second round of public meetings, likely in late September/October, to present recommendations and findings to receive feedback.
 - Finalize recommendations, draft study report, and submit to the Transportation Commission and TLRC by November 30th, 2023.

Program Distribution: RPP Program – Marissa Gaughan, Multimodal Planning Branch Manager

- Program Purpose: RPP is a flexible funding program for regional priority projects with \$50 million distributed annually among CDOT Regions.

STAC Discussion and Action:

- STAC approved for 2023 the same 2019 Regional Priority Program (RPP) formula recommendation: VMT - 25%, Population - 20%, Lane Miles - 40%, TVMT - 15%. Votes - 11 - Yes, and 5 - No.
- STAC approved use of 2020 Census data for at least a year or until STAC chooses to revisit this decision. Vote - One opposed, All others Yes.
- The point was made, comparing rural to urban Lane Miles, that TPRs in mountainous areas see higher relative costs for construction and maintenance with longer winters and shorter construction seasons, just as urban areas have maintenance costs associated with the auxiliary lane miles that are not included in the Lane Mile data reflected in CDOT's Online Transportation Information System (OTIS).
- STAC therefore rejected a motion for adding to the Lane Mile criteria the additional lane miles included on ramps, frontage roads or other auxiliary lane miles associated with the State Highway System (SHS). Vote: 9 - No and 6 - Yes.
- STAC also affirmed a motion to not require CDOT staff compile the additional SHS auxiliary lane mile data for STAC's subsequent consideration to change the Lane Mile data as reflected in OTIS. Vote: 9 - Yes (against a change) and 6 - No (for considering a change).

Office of Innovative Mobility Update - Kay Kelly, Chief, Office of Innovative Mobility

- Divisions Transit and Rail FY 23-24 Goals include:
 - Continue developing and constructing mobility hubs along Colorado's I-25 and I-70 interstate corridors
 - Increase the number of state highway Bus Rapid Transit Corridor projects in design or under construction.
 - Increase Bustang ridership by increasing the frequency of available Bustang trips
 - Develop a vision for Front Range Passenger Rail (FRPR) by increasing the percentage of FRPR plan milestones accomplished and identify three additional corridors for future or expanded passenger rail service in addition to the FRPR corridor.
- Bustang is growing ridership on all lines with West line ridership at 20% above pre-pandemic levels.
- Colorado recently ranked #3 in the American Council for an Energy Efficient Economy (ACEEE) Transportation Electrification Scorecard
- Currently there are 86,017 Registered EVs in Colorado, with EVs accounting for 10.5% of new 2022 vehicle sales
- 75% of Colorado's State Highway Network is within 30 miles of a DC Fast Charging Station (nearly 300 stations and counting!)
- Colorado has 71 Battery Electric Buses in Operation and approximately 40 more are currently on order.

Future STAC Meetings

- The September and October STAC meetings will be in-person, with September at DRCOG at 1001 17th Street, Denver, and the October meeting at CDOT headquarters at 2829 W. Howard Place, Denver.
- The next STAC meeting is scheduled for September 7, 2023 held in-person at DRCOG.