



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

<u>In-Person Attendance Option</u> LaSalle Town Hall 128 N 2nd St LaSalle, CO 80645	<u>Virtual Attendance Option</u> Call-in Number: (408) 650-3123 Access Code: 841-514-261 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 – September 7, 2023 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---------------------------------------|------|
| 3) Air Pollution Control Division (APCD) (Page 13) | Jessica Ferko – APCD | 6:05 |
| 4) Regional Air Quality Council (RAQC) (Handouts) | (Handouts) | |
| 5) NFRMPO Air Quality Program Updates (Handouts) | Dena Wojtach, Two Roads Environmental | |

ACTION ITEM:

- | | | |
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| 6) NFRMPO Letter to EPA (Page 15) | Suzette Mallette | 6:15 |
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Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|------|
| 7) Report of the Chair <ul style="list-style-type: none">• TBD | Scott James – Council Chair, Weld County Commissioner | 6:25 |
| 8) Executive Director Report <ul style="list-style-type: none">• TBD | Suzette Mallette - Executive Director | 6:30 |
| 9) TAC (Page 22) | (Written) | |
| 10) Mobility (Handouts) | (Written) | |

ACTION ITEM:

- | | | |
|--|---|------|
| 11) September 2023 TIP Amendment Resolution 2023-18
(Page 23) | AnnaRose Cunningham - Transportation Planner II | 6:35 |
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DISCUSSION ITEMS:

- | | | |
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| 12) CDOT Boundary Discussion (Handouts) | Herman Stockinger – CDOT Deputy Director | 6:40 |
| 13) FY2023 TIP Delay Review (Page 31) | AnnaRose Cunningham | 6:50 |



COUNCIL REPORTS:

7:05

Transportation Commission	Heather Paddock - CDOT R4 Transportation Director
CDOT R4 Update	Heather Paddock
STAC Report <i>(Page 38)</i>	(Written)
Colorado Transportation Investment Office (CTIO) <i>(Page 40)</i>	(Written)
I-25 Coalition	Scott James
US34 Coalition	Kristin Stephens – Larimer County Commissioner
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens
Front Range Passenger Rail District	Will Karspeck – Past Chair, Mayor Town of Berthoud Johnny Olson – City of Greeley Councilmember
Host Council Member Report	Paula Cochran – Town of LaSalle Trustee

7:15

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

7:20



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 Shaddock-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 Kelly, 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)
O₃	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 (see TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (previously STP-Metro)	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 (previously TAP)	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**

**September 7, 2023
Hybrid Meeting in Windsor, CO**

Voting Members Present:

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Will Karspeck – Past Chair	-Berthoud
Frank Baszler	-Severance
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Jessica Ferko	-APCD
Liz Heid	-Eaton
Troy Mellon	-Johnstown
Paul Rennemeyer	-Windsor
Johnny Olson	-Greeley
Kristen Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Lisa Laake	-Timnath
Jim Kelly	-Transportation Commission

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Rachel Stillwell**, Accountant; **Alex Gordon**, Transportation Planner III; **AnnaRose Cunningham**, Transportation Planner II; **Brooke Bettolo**, Mobility Planner; **Jerome Rouser**, Transportation Planner I; and **Michael Saunders**, Transportation Planner I.

In Attendance: Rich Christy; Robert Dahill; Michelle Edgerley; Kyle Gruver; Cecil Gutierrez; Nicole Hahn; Omar Herrera; Myron Hora; Will Jones; Dee McIntosh; Tom Moore; Heather Paddock; Mark Peterson; Evan Pinkham; Mike Silverstein; Eric Tracy.

Chair James called the meeting to order at 6:00 PM.

Public Comment:

No comments were submitted.

Move to Approve Agenda and Minutes:

Rennemeyer **moved** to *APPROVE THE SEPTEMBER 7, 2023, MEETING AGENDA*. The motion was **seconded** by Mallo and **passed** unanimously.

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

PUBLIC HEARING:

Air Quality Conformity for the FY2024 - 2027 Transportation Improvement Program (TIP) and the 2050 Regional Transportation Plan (RTP)

Becky Karasko, Transportation Planning Director, stated that the regional emissions analysis for the *FY2024-2027 TIP* and *2050 RTP* demonstrate conformity with the Northern Subarea budgets established for both the 2018 8-hour ozone National Ambient Air Quality Standards or NAAQS as well as the Northern Subarea budgets established for the 2015 8-hour ozone NAAQS. Karasko continued, informing the council that the *FY2024-2027 TIP* and the *2050 RTP* meet all conformity criteria as identified in title 40 of the Code of Federal Regulations (or CFR) Section 93.109 (*Criteria and procedures for determining conformity of transportation plans, programs, and projects*) and meets all planning requirements identified in 23 CFR 450 (*Planning Assistance and Standards*). Karasko concluded by stating that at their meeting on August 15, 2023, the Air Quality Control Commission concurred with the positive conformity determination. There were no public comments submitted.

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

Mallette proposed drafting a letter to the EPA to request a meeting to discuss the non-locally controllable emissions. Mallette stated other MPOs in the Intermountain West Region were in discussions regarding the issue. Council discussed the present difficulties towards reaching ozone attainment, and emission factors that are outside of the MPO's ability to control, including pollution from outside the state and country and emissions from wildfires. The Council agreed to draft a letter outlining the issue and requesting EPA's engagement. Council members will individually sign the letter and it will be copied to the U.S. Senators and the region's Congressional Delegation. The Planning Council agreed to take action on this issue at the October council meeting giving members time to vet the letter with their respective Councils, Boards or Commission.

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

Report of the Chair

There was no report from the Chair.

Executive Director Report

Mallette stated the TMO contract had been executed. Mallette also discussed the conclusion of the Shift Your Ride Summer Challenge, citing a VMT reduction of approximately 10,000 and similarly significant emissions reductions. Mallette concluded the report by discussing the 2023 Call for Projects, reiterating that the projects recommended for funding would be presented at the December Council Meeting.

Colorado Transportation Investment Office (CTIO)

Gutierrez discussed the impending end of the grace period for driving infractions on the North I-25 Express Lanes. He explained that the I-70 corridor had seen 5,600 warnings issued during a similar grace period, and over 6,500 citations issued following its conclusion. Gutierrez explained that fines begin at \$75 but can increase to \$250 if late. Gutierrez noted that citations are not issued for speeding violations, but rather for

vehicles entering or exiting the express lane in undesignated areas. Gutierrez concluded by explaining dynamic pricing on the express lane, in which tolls increase or decrease depending on traffic conditions.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

CONSENT AGENDA:

Air Quality Conformity Determination (Resolution 2023-15); 2050 Regional Transportation Plan (Resolution 2023-16); FY2024 – 2027 Transportation Improvement Program (Resolution 2023-17)

*Mallo moved to **approve** the Consent Agenda. The motion was **seconded** by Olson and passed unanimously.*

ACTION ITEM:

2022 NFRMPO Audit

Edgerly explained the 2022 NFRMPO audit, including the reasons for the long timeline on the audit, citing issues between the transaction balances of the NFRMPO and VanGo™. Edgerly explained that moving forward, transactions would be balanced monthly, allowing the organization to find and fix transaction balance issues earlier. Dahill informed the council that all audits for the organization had been given a clean opinion, explaining there was one corrective action that was recommended.

*Olson motioned to **approve** the 2022 NFRMPO Audit, which was **seconded** by Heid and approved unanimously.*

DISCUSSION ITEMS:

WCR 13 Alignment Improvements Project Scope Change

Cunningham and Herrera explained to the council that the *WCR13 Alignment Improvements project* would need to have a change in scope due to unforeseen budgetary constraints, which requires council approval. Herrera identified three potential options towards reducing the scope. The options included redirecting the funds to the *Intersection Improvements at SH257 & Eastman Park Dr.* project, reducing the scope of the *WCR 13* project to only include the southern portion, or returning the funds to the NFRMPO STBG pool. TAC's recommendation was to reduce the scope of the project. The council concurred with TAC. Cunningham noted this change would be included in an upcoming TIP amendment and approved by council at the October meeting.

US34 Projects Update

Gordon informed the council that the TMO grant contract from CDOT had been executed and is now available. Gordon explained the contract is for 26 months, and an RFP is under development. In addition,

the NFRMPO has released an RFP for the *LinkNoCo Phase II* project, with proposals due by September 15. The council discussed possible sources for funding and potential public-private partnerships for transit service along the corridor. Gordon stated phasing will be a major component of *LinkNoCo Phase II*.

COUNCIL REPORTS:

Transportation Commission

Paddock informed the council that Jim Kelly was appointed as the new Transportation Commissioner and acknowledged Commissioner Bracke for her work. Paddock stated CDOT has applied for the federal redistribution of funding for around \$180M. CDOT's priority spending is on the asset management program to address the ongoing budgetary shortfall.

CDOT R4 Update

Paddock informed the council of forward progress on I-25 Segment 5, including Weld Counties August submittal for an MPDG grant for \$100M, and that I-25 Segments 6, 7, and 8 were over 90% complete. Paddock stated LCR16 was newly opened to through traffic along with an imminent early fall completion of the onramp tie-in following a traffic switch. Paddock stated that the I-25 panel replacement project spanning from north of Mulberry Street to Owl Canyon Road was set to begin shortly and that competitive bids had been received. Paddock concluded by mentioning the safety study along the US287 corridor and the ongoing impact of the SH257 closure, stating that the road would be reopened in October.

STAC Report

A written report was provided.

I-25 Coalition

James stated that the report for the I-25 Coalition had been covered by Gutierrez and Paddock. He noted that the coalitions change in focus towards the south was good news and represented progress on I-25's improvement projects.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens updated the council regarding an ongoing lawsuit that took up the majority of the meeting. Stephens went on to discuss potential funding opportunities with an upcoming call for projects in the nonattainment area, with the stipulation that potential projects must seek to reduce ozone.

CDOT TPR Boundary Study

Stephens informed the committee that the Upper Front Range Boundary will likely not change but will rely on administrative changes to achieve rotational representation on the Statewide Transportation Advisory Council (STAC). This will be recommended to the Transportation Commission so that no one entity can have two representatives on STAC. The NFRMPO Articles will also be amended to coordinate with Upper Front Range in the selection of STAC representatives. Stephens concluded the discussion, stating that transparency within the TPR must be a priority going forward, and that recommendations would reflect that.

Front Range Passenger Rail District

Olson stated that he would like to see quarterly updates from the Front Range Passenger Rail District staff going forward. He noted that a large issue within the district was coming from staff capacity. Olson concluded by noting that communities in the south of the district have significant pull and that efforts are being made to change that.

Host Council Member Report

Rennemeyer discussed the Windsor Harvest Festival, emphasizing that for the first time in fifty years the parade route was able to go along Main Street. Rennemeyer concluded by updating the council regarding ongoing projects in Windsor, including SH257 and Eastman Park Drive, which were ahead of schedule despite notable impacts to local businesses, which the town was working to address.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:14 PM.

Meeting minutes submitted by: Michael Saunders, NFRMPO Staff

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

**September 2023 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, October 5, 2023**

Air Pollution Control Division (Division) Updates:

- The Division is hosting a [Greenhouse Gas \(GHG\) Intensity Protocol](#) public meeting on Monday, October 16, 6-7:30 p.m. The virtual event will provide an opportunity for public comment on the draft protocol and a question and answer session. [Register to join the October 16 meeting virtually.](#)
- The Division is hosting GHG Inventory public meetings on Tuesday, October 17, 10 - 11:30 a.m. and Tuesday, October 24, 5:30 - 7 p.m. Staff will share the purpose of the report, data sources, and preliminary findings and take general questions and comments. [Register to join the October 17 meeting virtually.](#) [Register to join the October 24 meeting virtually.](#)
- The Division will begin a [toxic air contaminants monitoring program](#) by January 1, 2024. The division is seeking input and feedback to help inform the location of the final three of six monitoring sites. The virtual event is scheduled for Tuesday, November 14, 6 - 8 p.m. [Register to join the November 14 meeting virtually.](#)

Air Quality Control Commission (Commission) Updates:

September 20-22, 2023 Commission Meeting

- 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 includes 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 hearing is scheduled for the December Commission hearing.
- The Commission adopted 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.

Upcoming Commission Activities

October 17, 2023 Air Quality and Health Symposium

- Following on a 2019 symposium sponsored by the Colorado School of Public Health, the Colorado Department of Public Health and Environment (CDPHE), and the Air Quality Commission, this symposium will provide an update on some of the most critical air quality issues facing Colorado including the effects of ozone and particulate matter and the overarching and linked issues of environmental justice and cumulative impact. The symposium will also cover climate change and its consequences for health of Colorado residents. It will consider progress that has been made around air quality and climate change in the state. An additional goal is to provide Air Quality Control Commissioners and Board of Health Members with an update in the context of an ever-increasing body of scientific evidence on these topics. The symposium includes participatory and knowledge-building workshops on communication about health risks, air quality monitoring, air toxics, and the science related to ozone and particulate matter. These workshops will be framed in the context of Colorado communities. Please see the [event agenda](#) for additional information.

October 18-20, 2023 Commission Meeting

- The Commission will consider revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations.
- The Commission will consider revisions to Regulation Number 20 to establish new requirements applicable to light and medium duty vehicles. The proposed revisions will include new zero emission light-duty vehicle sales requirements for model years 2027-2032, and new criteria pollutant emission standards for new light and medium-duty vehicles for model years 2027-2030.



MEMORANDUM

To: NFRMPO Planning Council
From: Suzette Mallette
Date: October 5, 2023
Re: NFRMPO letter to EPA

The Intermountain West MPOs (Colorado, Arizona, Utah, Idaho) meet on an annual basis to discuss issues that are relevant to our region. The group has identified concerns about the non-locally controllable ozone emissions that are affecting many areas in the intermountain west. For the NFRMPO and other MPOs in the western United States, this means that ozone emissions are disproportionately made up of ozone produced outside of our region. At some monitors, the non-locally controllable emissions are above the standard set by EPA. This makes reducing emissions below the standard impossible at the local level.

The draft letter, presented at the September 3, 2023, Council meeting, asks EPA for a meeting to discuss this issue.

NFRMPO Council asked that action on the letter be taken at the October 2023 meeting to give local jurisdictions time to review and get approvals or disapprovals prior to sending to EPA. Supportive local jurisdictions will be identified on the signature.

Staff recommends approval of this letter as engaging in a conversation with EPA does not have any down sides and opens the dialogue on this issue. Colorado stakeholders will ask for a meeting with EPA that includes the Pikes Peak region and the Denver region as well as the NFRMPO.

Action

NFRMPO Council recommends approval of the letter.



October 6, 2023

The Honorable Michael Regan
U.S. Environmental Protection Agency
Office of the Administrator
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Administrator Regan,

On behalf of the North Front Range Metropolitan Planning Council (NFRMPO), in Northern Colorado, we are writing to ask for the Environmental Protection Agency's (EPA's) assistance, in collaboration with the greater Intermountain West Metropolitan Planning Organization group, in addressing the significant amount of non-locally controllable emissions contributing to high ozone levels in the Intermountain West. We are located within the Denver Metropolitan/North Front Range (DM/NFR) 8-hour Ozone Nonattainment Area, classified as Severe under the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and Moderate for the 2015 8-Hour Ozone NAAQS.

The NFRMPO is a regional body that represents 15 member governments in both Weld and Larimer counties and addresses transportation and air quality issues. The NFRMPO actively participates in State Implementation Plan (SIP) developments and supports ozone reduction strategies through numerous outreach activities. We also prioritize transit and non-motorized forms of transportation and initiate and support transportation demand management (TDM) strategies.

We would like to discuss with EPA how to address high background ozone including, initial and boundary conditions, other states transport, Canada and Mexico transport, and fires and biogenic emissions contributing to high ozone levels at Intermountain West ozone monitors and for which the local area does not have the authority to control. We are asking that you partner with us in an effort being led by Maricopa Association of Governments (MAG) and outlined in a June 28, 2023, letter addressed to you to explore ways to address ozone contributions that are not locally controllable.¹

The NFRMPO is committed to doing what we can to reduce ozone emissions and have worked with our partners at the Colorado Department of Public Health and Environment (CDPHE), Colorado Department of Transportation (CDOT), and the Regional Air Quality Council (RAQC) to

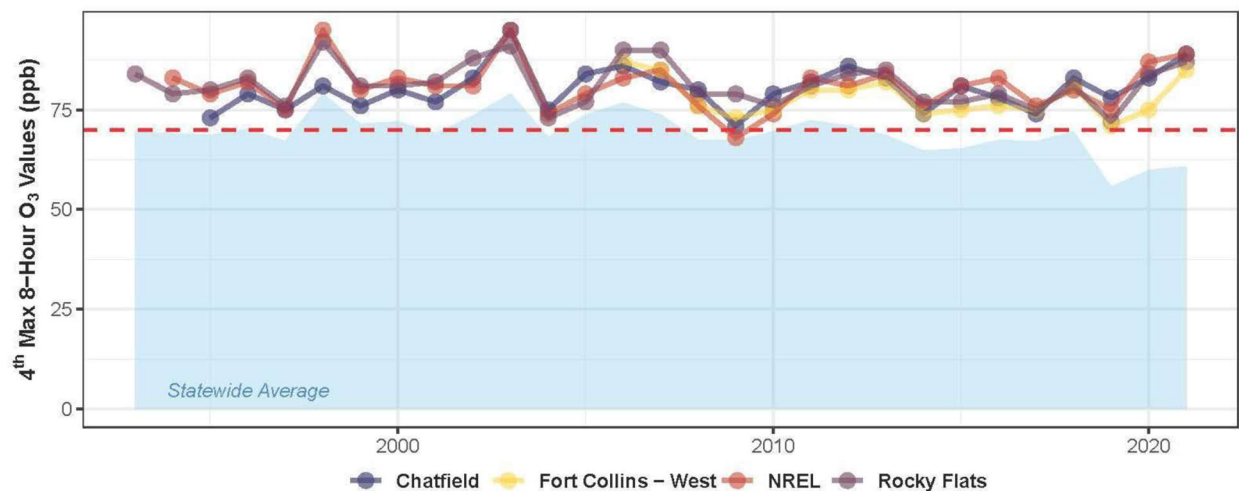
¹ Maricopa Association of Governments. MAG Regional Council Incoming Chair Kate Gallego and MAG Executive Director Ed Zuercher Letter to EPA Administrator Michael Regan. Jun. 28 2023.



implement very aggressive and innovative control measures, including a variety of first in the nation oil and gas regulations, transportation planning mitigation measures, financial incentives to drive voluntary actions, among others.²

Colorado continues to develop new innovative reduction strategies in its efforts to meet both the 2008 and 2015 Ozone NAAQS, adopting regulations addressing medium-duty and heavy-duty vehicles and building energy performance standards in 2023, providing tax credits and rebates for electric vehicles and bikes in 2023, providing zero-fare public transit during the summers in 2022 and 2023, and more.³ The NFRMPO recognizes ozone has very real public health and welfare impacts and has played an active role in addressing man-made emissions from transportation, other non-road mobile sources other sources. While ozone emissions were trending downward in the DM/NFR Nonattainment Area from the early 2000's through 2019, more recent years have experienced higher ozone levels as summarized in **Figure 1** below.

Figure 1- 4th Maximum 8-Hour Ozone Values at Key Ozone Monitors in the Denver Metropolitan/ North Front Range Ozone Nonattainment Area⁴



To better understand what was contributing to higher ozone levels, NFRMPO evaluated 2023 local source apportionment modeling data products from EPA's *Good Neighbor Rule* that were

² Colorado Air Quality Control Commission's "Annual Report to the Public FY2021-2022", downloaded 8/31/23 at: cdphe.colorado.gov/aqcc-annual-report-to-the-public

³ Colorado Energy Office and Departments of Agriculture, Natural Resources, Public Health & Environment, and Transportation. "Biannual Greenhouse Gas Emissions Reductions Implementation Report." Dec. 2022. Table 1. Downloaded 9/5/23 at: colorado.gov/sites/energyoffice/files/documents/GHG%20Implementation%20Report_Dec%202022.pdf

⁴ Colorado Air Quality Control Commission's "Annual Report to the Public FY2021-2022," p. 11. Downloaded 8/31/23 at: cdphe.colorado.gov/aqcc-annual-report-to-the-public



developed in support of Colorado's Severe SIP under the 2008 Ozone NAAQS.^{5, 6} To better ascertain the degree of locally controllable man-made emissions coming from within Colorado compared to emissions that are not locally controllable, the NFRMPO focused on the percentages of emission categories shown through these analyses to contribute to ozone levels at these local in state monitors rather than the 2023 ozone projections. This approach is similar to the approach taken in the July 21, 2023 Draft "*Chapter 5 Attainment Demonstration and Weight of Evidence Analysis*" developed in support of the 2008 Ozone Severe SIP.⁷ This Draft Chapter 5 presents data for the ozone monitors most challenged in meeting the 2008 ozone NAAQS (located at NREL) in terms of contributions to the 2023 projected maximum daily 8-hour average. Specifically, percentages of contributions attributed to boundary conditions, man-made emissions attributed to sources outside of Colorado but within the modeled 36/12/4-km grid domains, and emissions attributed to natural emissions were highlighted. The Draft Chapter 5 concludes, "Boundary Conditions... contribute approximately half of the total ozone at the NREL monitor with emissions outside of Colorado but within the CAMx 36/12/4-km domains contributing 10% and natural emissions contributing 9%."⁸ This is true for ozone monitors located in areas under the NFRMPO's jurisdiction as well, where Boundary Conditions contribute more than 50 Percent, see **Table 1**. It should also be noted that the refined modeling discussed in the Draft Chapter 5 and EPA's coarse modeling agree in terms of overall percentage of contributions to ozone levels at these monitors that are not locally controllable.

⁵ EPA's "Data File with 2016v3 Ozone Design Values and Contributions" spreadsheet published with EPA's "Air Plan Disapprovals; Interstate Transport of Air Pollution for the 2015 8-Hour Ozone National Ambient Air Quality Standards" (88FR9336, 2/13/23). Downloaded 1/31/23 from: <https://www.epa.gov/interstate-air-pollution-transport/final-disapproval-good-neighbor-state-implementation-plans#supporting%20documents>

⁶ Regional Air Quality Council's "2023 Local Source Apportionment Analysis." Prepared by Ramboll/Alpine, April 2021. Downloaded 8/29/23 from: [raqc.egnyte.com/dl/VHRCCKBuru/Dashboard_LocalAPCA_mda8_v2021.03.17_\(1\).xlsx](raqc.egnyte.com/dl/VHRCCKBuru/Dashboard_LocalAPCA_mda8_v2021.03.17_(1).xlsx)

⁷ Regional Air Quality Council. "Chapter 5 Attainment Demonstration and Weight of Evidence Analysis DRAFT," July 21, 2023. Prepared in support of Colorado's Severe Ozone State Implementation Plan, under the 2008 8-Hour Ozone National Ambient Air Quality Standard. p. 5-34. Downloaded 8/30/23 at: <raqc.egnyte.com/dl/s5c6gCBcq>

⁸ Ibid.



Table 1 – Colorado’s 2023 Projected Ozone Values and Contribution Percentages at NFRMPO Monitors⁹

Monitor	Monitor ID	2023 Projected Max Design Value (ppb)	Colorado Man-made (%)	Outside CO but within 36 km grid*(%)	Natural*(%)	Boundary Conditions^ (%)	Non-locally Controllable@ (%)
RMNP	80690007	65.06	16	9	10	64	83
FCW	80690011	64.82	22	10	12	55	77
FTC	80691004	66.55	21	10	12	56	77
GRET	81230009	64.71	21	11	11	56	78

* Combines contributions from other states, and Internationally.

* Does not include contributions from Fire

^ Combines contributions from Initial Boundary Conditions and Boundary Conditions International

@ Sums contributions from Initial and Boundary Conditions, Boundary Conditions International, other states, Natural

While Colorado continues to reduce home-grown man-made emissions, developing new and innovative reduction strategies, reductions in emissions coming from outside Colorado’s borders, as well as the emissions that are non-locally controllable must be considered in terms of SIPs.

Areas in the Intermountain West, with high ozone levels and limited state generated man-made emissions must focus on reducing their own man-made emissions to meet the NAAQS. This puts an unfair burden on local areas to shave emissions from the states’ portion of man-made emissions within their authority to control, versus larger contributions that are not locally controllable. This burden is reflected in increased administrative costs, industrial costs, and Reasonably Available Control Measure (RACM) costs, Transportation Control Measures (TCMs), and more all born at the local level by local authorities, consumers, tax payers and industry in an effort to meet current ozone NAAQS.

These additional measures impact the economic viability of the area, and some do so without yielding much if any ozone benefit. For example, requirements to use reformulated gasoline or reduce vehicle miles traveled (VMT) in the DM/NFR Nonattainment Area when Colorado is implementing rules to transition toward electric vehicles and away from fossil-fuel fired vehicles have questionable benefit while incurring very real costs – and costs which may significantly

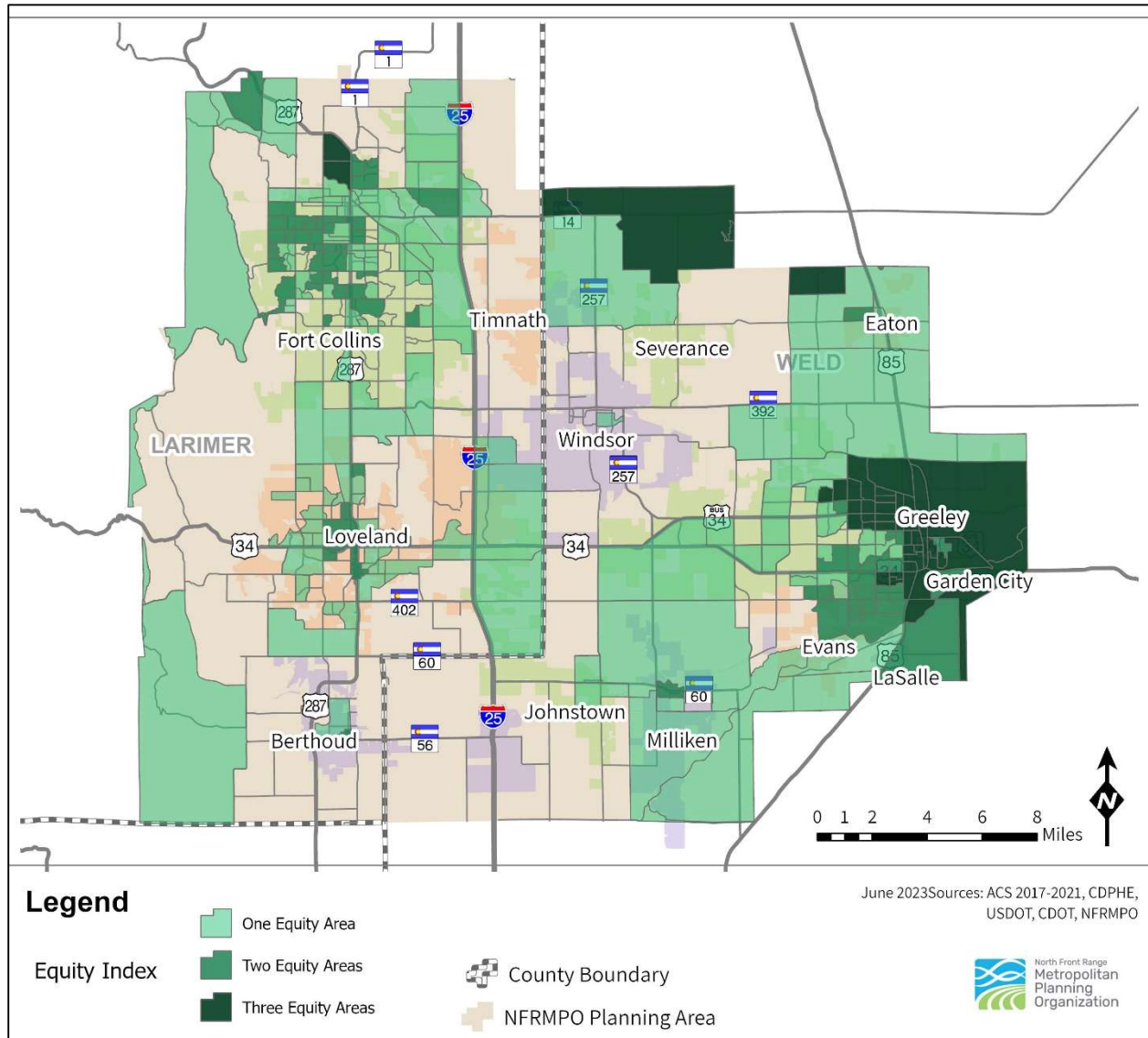
⁸ Ibid

⁹ Regional Air Quality Council’s “2023 Local Source Apportionment Analysis.” Prepared by Ramboll/Alpine, April 2021. Downloaded 8/29/23 from: [raqc.egnyte.com/dl/VHRCCKBuru/Dashboard_LocalAPCA_mda8_v2021.03.17_\(1\).xlsx](https://raqc.egnyte.com/dl/VHRCCKBuru/Dashboard_LocalAPCA_mda8_v2021.03.17_(1).xlsx)



impact disadvantaged populations located throughout the NFRMPO area, shown on **Figure 2** below, and likely further deepen the equity gap.¹⁰

Figure 2 – NFRMPO’s Equity Index Map¹¹



The Equity Index map illustrates the census block groups in the region which qualify as disadvantaged based on the overall Justice40, DI Community, or EJ definitions. Each qualifying

¹⁰ State of Colorado, Governor’s Office. Governor Jared Polis Letter to EPA Administrator Michael Regan. Sept. 14, 2022. Downloaded 9/5/23 at: colorado.gov/governor/news/8801-governor-polis-fighting-clean-air-and-save-people-money-opposes-reformulated-gas

¹¹ North Front Range MPO 2050 Regional Transportation Plan, Chapter 1 at: <https://nfrmpo.org/rtp/2050-rtp/>



census block group is given a score of one to three based on if it qualifies under one or more definition.

With the upcoming NAAQS standard review, it appears that we are setting the stage for continual downgrades with little hope of attaining, given the degree of non-locally controllable contributions. The NFRMPO would appreciate EPA's partnership with the Intermountain West MPO group in exploring: 1) development of an EPA approvable SIP that avoids further downgrades and sanctions; 2) options to reduce emissions regionally, nationally, and internationally so localized areas can account for these in their SIP planning; and 3) accounting for these options in any reconsideration of the ozone NAAQS, future implementation guidance, nonattainment designation and/or classification downgrades, and implementing policies.

The NFRMPO is committed to real ozone reductions. We are asking for your assistance in addressing this issue.

Sincerely,

Scott James
NFRMPO Chair
Weld County Commissioner

Suzette Mallette
NFRMPO Executive Director

CC: Senator Michael Bennet
Senator John Hickenlooper
Honorable Members of the Colorado Congressional Delegation
EPA Region 8 Administrator, KC Becker
Jill Hunsaker Ryan, Director, Colorado Department of Public Health and Environment
Mike Silverstein, RAQC

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 20, 2023**

APPROVAL OF THE AUGUST 16, 2023 TAC MINUTES

Oberschmidt moved to approve the August 16, 2023 TAC Minutes. Buckman seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore stated the AQCC is holding a hearing on the 75ppb severe ozone SIP on September 20, 2023. The Commission will also consider regulatory changes for lawn and garden and oil and gas sources, which will be noticed for public comment. Moore stated the RAQC will host a modeling forum on October 26, 2023, with registration available on the RAQC website.

Karasko stated the NFRMPO held a public hearing for the ozone conformity for the 2050 RTP and FY2024-2027 TIP at the September 7, 2023 Planning Council meeting. The conformity documents, 2050 RTP, and FY2024-2027 TIP documents have been submitted for approval.

ACTION ITEMS

September 2023 TIP Amendment – Cunningham described the four revisions to the FY2023-2026 TIP requested by CDOT, Windsor, the NFRMPO, and Fort Collins. Cunningham clarified the current TIP will remain the FY2023-2026 TIP until the NFRMPO receives final approval for the FY2024-2027 TIP. Public comment opened on September 13, 2023, and will close on October 12, 2023. Hahn recommended Planning Council approve the September 2023 TIP Amendment to the FY2023-2026 TIP. Oberschmidt seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

FY2023 TIP Delay Review – Cunningham described the TIP Delay Review process, which is an annual effort to review project statuses awarded by the NFRMPO Planning Council, including federal or state grants. Construction projects must meet the milestone for ad dates, while non-construction projects must meet their Notice to Proceed. Three projects are requesting a second extension, and 14 are requesting a first extension. Seven projects were reviewed but were not delayed. Donaldson asked to clarify the review process schedule, and Cunningham stated the review happens after the end of each State Fiscal Year.

Federal Performance Measures PM2 and PM3 Status Update – Rouser described the federal performance management process then reviewed the status of the PM2 and PM3 federal performance measures. Rouser clarified that the NFRMPO supported the State's targets for the current performance period, but numbers included in the review were provided by CDOT for the regional values. Karasko stated the NFRMPO may be required to readopt the targets at the two-year mark if CDOT decides to readopt their targets. Rouser stated the period for review will be for 2023, and the decision will be made in 2024.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 5, 2023 LaSalle	September 2023 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To approve the September 2023 Transportation Improvement Program (TIP) Amendment to the FY2023-FY2026 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The September 2023 TIP Amendment includes four revisions:</p> <ul style="list-style-type: none"> Revising CDOT Region 4's project <i>North I-25: WCR38 to SH402</i> by adding \$27,611K State SHV (SB260) funding in FY24 and decreasing SB1 (HUTF) by \$27,611K in Previous Funding. Reducing the scope of Windsor's <i>WCR 13 Alignment Improvements</i> project by revising the project description and decreasing LOM by \$1,545K. Adding the NFRMPO new project <i>NFRMPO TMO Incubator</i> funding with \$100K CRP and \$21K Local funding each year in FY24-27. Adding the Fort Collins new project <i>Foothills Transit Station & Roundabout</i> with \$10,714K Federal RAISE grant and \$1,643K Local funding. <p>The attached September 2023 Policy Amendment Form provides additional information on these requests.</p>		
Committee Discussion		
This is the first and only time Planning Council is scheduled to see the September 2023 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the September 2023 TIP Amendment began on September 13, 2023 and concludes on October 12, 2023.</p> <p>An Equity analysis for the new location-specific project is included in the packet.</p> <p><u>Funding Types and Uses</u></p> <p>Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</p> <p>SHV (SB260) – SHV (SB260) state funds are a one-time general fund transfer for shovel ready projects.</p> <p>Surface Treatment Block Grant (STBG) is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.</p> <p>RAISE – The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) is a federal discretionary grant program supports projects in urban and rural areas to complete critical freight and passenger transportation infrastructure projects.</p>		
Advantages		
<ul style="list-style-type: none"> Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2023-2026 TIP remains fiscally constrained. 		
Disadvantages		
<ul style="list-style-type: none"> None noted. 		

Analysis/Recommendation

- TAC supports adding the September 2023 TIP Amendment to the FY2023-2026 TIP.

Attachments

- ***Resolution 2023-18***
- September 2023 Policy Amendment Form
- Equity Analysis

RESOLUTION NO. 2023-18
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE SEPTEMBER 2023 AMENDMENT TO THE
FY2023-2026 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, transportation projects programmed in the current TIP for FY2023-2026 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

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

WHEREAS, the September 2023 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2023-2026 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2023-2026 TIP by adding the following funding and project:

- Shovel Ready Senate Bill 260 (SHV(SB260):
 - Adding \$27,611K to the CDOT Region 4 *North I-25: WCR38 to SH402* project in FY24.
- Surface Treatment Block Grant (STBG) and Local:
 - Reducing the scope of Windsor’s *WCR 13 Alignment Improvements* project and reducing local overmatch.
- Carbon Reduction Program (CRP) and Local:
 - Add the *NFRMPO TMO Incubator* funding with \$100K CRP and \$21K Local funding each year in FY24-27
- RAISE and Local:
 - Adding the new Fort Collins project *Foothills Transit Station & Roundabout* with \$10,714K Federal RAISE grant and \$1,643K Local funding

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

Scott James, Chair

ATTEST:

Suzette Mallette, Executive Director

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

Policy Amendment #2023-A9

Submitted to: TAC and Planning Council

Prepared by: AnnaRose Cunningham

DATE: 9/13/2023

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	SPR	-	-	150	-	-	-	-	150	-
		Federal	OIM	-	-	332	-	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-	-
		State	SB1 (HUTF)	39,000	-	-	-	-	-	-	-	-
		State	FASTER Safety	3,830	1,138	8,489	-	-	307	-	9,935	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-	-
		Local	L	586	-	250	12,228	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	-	3,100	-
			Total	271,618	10,213	15,458	14,262	-	307	-	40,240	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	20,000	-	-	-	-	-	-	-	-
STIP ID:	SSP4428.014	Federal	STP-Metro	2,000	-	-	-	-	-	-	-	-
TIP ID:	2019-014	Federal	PAN	6,500	-	-	-	-	-	-	-	-
Type:	Modify & Reconstruct	Federal	CMAQ	-	-	-	2,034	-	-	-	2,034	-
Sponsor:	CDOT Region 4	Federal	MMOF	-	5,000	-	-	-	-	-	5,000	-
Air Quality:	Included in conformity analysis	Federal	FSB	-	-	6,237	-	-	-	-	6,237	-
Description:	One new express lane in each direction from SH56 to SH402.	Federal	SPR	-	-	150	-	-	-	-	150	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	OIM	-	-	332	-	-	-	-	332	-
		Federal/State	PWQ	1,406	-	-	-	-	-	-	-	-
		State	7PX (SB 228/267)	190,996	974	-	-	-	-	-	974	-
		State	ITM	1,300	-	-	-	-	-	-	-	-
		State	SHV (SB260)	-	-	-	-	27,611	-	-	-	-
		State	SB1 (HUTF)	11,389	-	-	-	-	-	-	-	-
		State	FASTER Safety	3,830	1,138	8,489	-	-	307	-	9,935	-
		State	7PT (SB 267 Transit)	5,300	-	-	-	-	-	-	-	-
		State	SBT (SB 228 Transit)	700	-	-	-	-	-	-	-	-
		Local	L	586	-	250	12,228	-	-	-	12,478	-
		Local	Private	-	3,100	-	-	-	-	-	3,100	-
			Total	244,007	10,213	15,458	14,262	27,611	307	-	67,851	-

Revision: Adding \$27,611K State SHV (SB260) funds in FY24. Decreasing SB1 (HUTF) by \$27,611K in Previous Funding).

PREVIOUS ENTRY

Title:	WCR 13 Alignment Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,187	-	-	-	1,187	-
STIP ID:	SNF5788.056	Local	L	-	-	-	247	-	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	-	2,158	-	-	-	2,158	-
Type:	Modify & Reconstruct		Total	-	-	-	3,592	-	-	-	3,592	-

Air Quality: Exempt from Conformity Analysis

Description: Construct new alignment of WCR 13 near LCR 32E (WCR 68.5)

REVISED ENTRY

Title:	WCR 13 Alignment Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,187	-	-	-	1,187	-
STIP ID:	SNF5788.056	Local	L	-	-	-	247	-	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	-	613	-	-	-	613	-
Type:	Modify & Reconstruct		Total	-	-	-	2,047	-	-	-	2,047	-

Air Quality: Exempt from Conformity Analysis

Description: Realigning south leg of WCR31/LCR32E intersection, add auxiliary lanes, improve safety, and add bike connectivity.

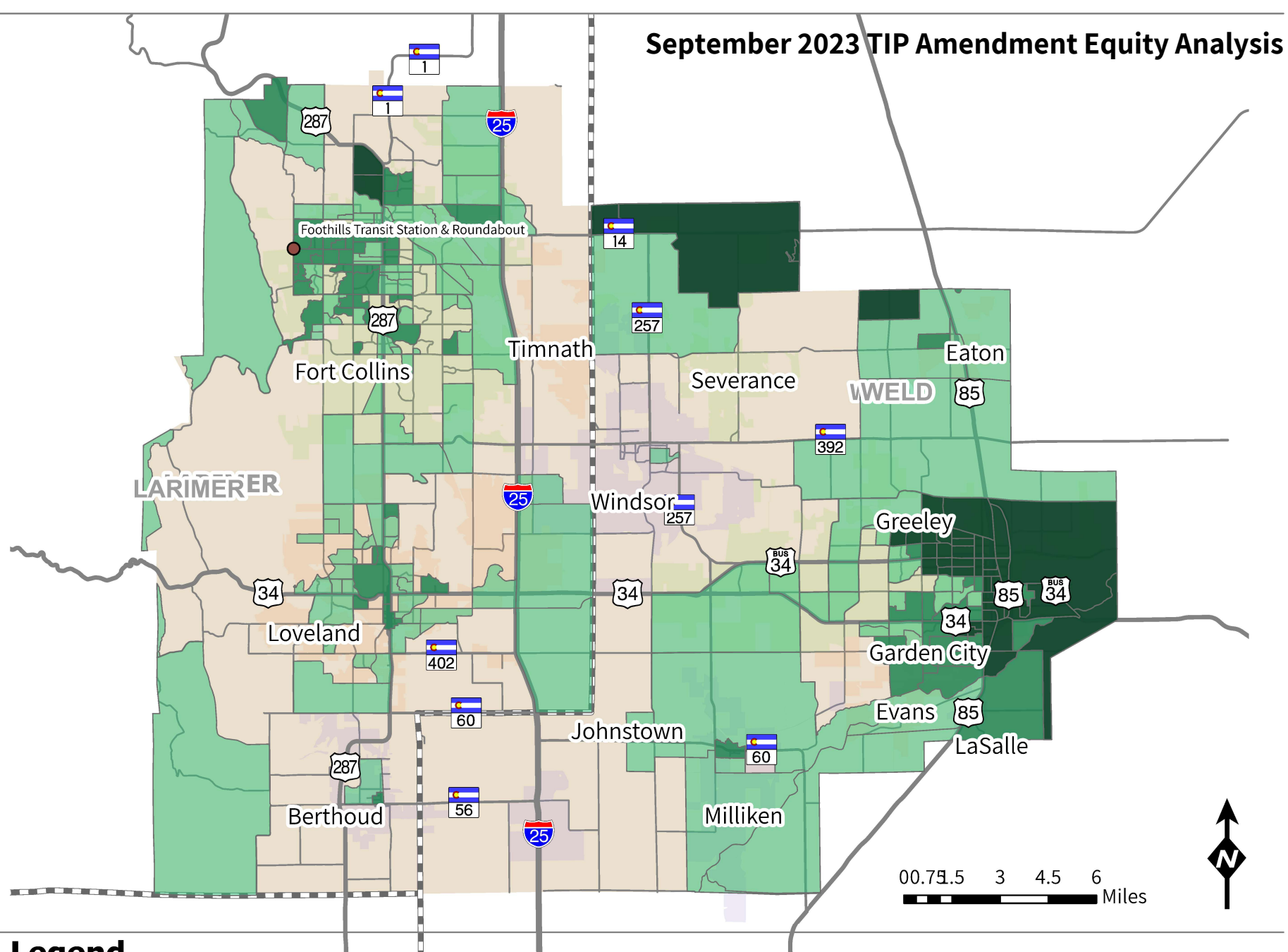
Revision: Reducing project scope, revising project description, and decreasing LOM by \$1,545K.

NEW ENTRY







Title:	NFRMPO TMO Incubator	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	NFRMPO	Federal	CRP-6NF	-	-	-	-	100	100	100	300	100
STIP ID:	Unassigned	Local	Local	-	-	-	-	21	21	21	62	21
TIP ID:	2024-013		Total	-	-	-	-	121	121	121	362	121
Type:	TDM											
Air Quality:	Excluded from conformity analysis											
Description:	Funding to support TMOs in Northern Colorado and other TDM non-infrastructure projects to be selected through Calls for Projects.											
Revision:	New project addition.											

NEW ENTRY

Title:	Foothills Transit Station & Roundabout	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY24 Rolled	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	RAISE	-	-	-	-	10,714	-	-	10,714	-
STIP ID:	Unassigned	Local	Local	-	-	-	-	1,643	-	-	1,643	-
TIP ID:	2024-014		Total	-	-	-	-	12,357	-	-	12,357	-
Type:	Transit Capital											
Air Quality:	Excluded from conformity analysis											
Description:	Construct new Foothills Transit Stateion and a oundabout at the station's adjacent intersection.											
Revision:	New project addition.											



Legend

-  Intersection Improvements
-  One Equity Area
-  NFRMPO Planning Area
-  Two Equity Areas
-  Three Equity Areas
-  County Boundary

September 2023
Sources: CDOT, NFRMPO

Criteria	
Project Information	Foothills Transit Station and Roundabout
Project included in the FY 2022-2025 TIP	No
Project located 1/4 mile of an Equity Index Area	Yes
Project Sponsor	City of Fort Collins
TIP ID	2024-014
Project Type	Intersection and Transit Improvements
Funding Source	RAISE/Local
Call Awarded	N/A
Burdens (Yes/No)	<div>Short Term (Construction)</div> <div>Long Term (Post Construction)</div>
Bodily impairment, infirmity, illness, or death	No No
Air, noise, and water pollution and soil contamination	Yes No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No No
Adverse impacts on community cohesion or economic vitality	No No
Noise and vibration	No No
Increased traffic congestion, isolation, exclusion, or separation	Yes No
Additional Anticipated Burdens: Please describe any additional anticipated burdens resulting from the project.	
N/A	
Benefits (Yes/No)	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits: Please describe any additional anticipated benefits resulting from the project.	
Additional benefits include mitigating safety issues, reduce traffic congestion, and improved service planning.	
Outreach	
Please describe any outreach conducted for the selection of the project or any outreach anticipated for the project.	
Community outreach was conducted by a third-party contractor, Fehr & Peers. Feedback was received 341 respondents reaching a broad cross-section of current and future stakeholders including employers, employees, residents, students, visitors, and recreationalists. A copy of the public outreach summary is available upon request.	

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 5, 2023 LaSalle	FY2023 TIP Project Delay Review	AnnaRose Cunningham
Objective/Request Action		
To discuss TIP projects subject to the TIP Delay Procedure, including: <ul style="list-style-type: none"> • Whether or not to grant projects a 1st Extension to projects with a 1st delay • Whether or not to grant a 2nd Extension to projects with a 2nd delay. 		<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"> • Projects awarded funding (federal or state) by the NFRMPO Planning Council are subject to the annual TIP Project Delay Procedure. • In September 2023, sponsors provided project status information for projects with a milestone deadline of FY2023 or earlier, summarized in Tables 1-3. <ul style="list-style-type: none"> ○ A total of 24 projects were subject to the FY2023 delay review; ○ Three projects are delayed for the second time shown in Table 1; ○ Fourteen projects are delayed for the first time shown in Table 2; ○ Seven projects were subject to the delay review, met the milestone deadline, and not delayed as shown in Table 3. • Seventeen delayed projects are requesting consideration for extensions, 14 for the first one-year extension and three projects are requesting a second one-year extension. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the first time Planning Council will discuss the FY2023 TIP Project Delay Review. 		
Supporting Information		
<ul style="list-style-type: none"> • The TIP delay procedure, as identified in the <i>FY2023-2026 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, TA, CRP and MMOF programs (or their successors/equivalents in future or past federal surface transportation legislation and state transportation legislation). • The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects. • The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded. • Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project. • TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year. 		

Supporting Information continued

- Planning Council may approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd and subsequent delays.
- Three projects originally awarded STBG and TA funds swapped the funds for Pandemic North Front Range (PNF) funds in 2020. Due to this swap these three projects are not subject to the NFRMPO TIP Delay procedure. Updates on these projects are included in **Table 4** for reporting purposes only.

Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal and state funds by ensuring projects receiving these funds are making progress.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff requests Planning Council review the FY2023 Project Status Reports and be prepared to discuss providing 1st extensions to projects with first delays and provide a 2nd extension to the projects experiencing second delays.

Attachment

- **Table 1. FY2023 Project Status Report – 2nd Delay**
- **Table 2. FY2023 Project Status Report – 1st Delay**
- **Table 3. FY2023 Project Status Report – Not Delayed**
- **Table 4. FY2023 PNF Project Status Report**

Table 1. FY2023 Project Status Report – 2nd Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated Ad Date	2022 Project Status Comments	2022 Review Outcome	2023 Delay Status	NFRMPO Awarded Funds (in thousands)
59th Avenue and O Street Roundabout	Greeley	STBG	FY22	November/ December 2023	Project design is scheduled to be completed in 2023 and project construction is now being scheduled for 2024.	1 st Extension	2 nd Delay	\$1,329
North Taft Ave & US 34 Intersection Widening/Improvements	Loveland	CMAQ	FY22	January 2024	Currently working on ROW acquisition/FOR design	1 st Extension	2 nd Delay	\$3,331
US 287 Intersection Improvements	Fort Collins	STBG	FY22	Fall 2023 or Spring 2024	Staffing shortages resulted in delayed project delivery	1 st Extension	2 nd Delay	\$877

Table 2. FY2023 Project Status Report – 1st Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2023 Project Status Comments	2023 Delay Status	NFRMPO Awarded Funds (in thousands)
Transfort Electric Bus Purchase	Fort Collins	CMAQ	FY22	Q4 2023	Remaining two buses expected to be ordered Q4 of 2023 and delivered Q1 of 2025.	1 st Delay	\$4,367
US 287 & Trilby Intersection Improvements	Fort Collins	CMAQ	FY23	First package Fall 2023 or Spring 2024	Project \$2M short due to various cost escalations; CMGC delivery will enable first package to advertise sooner	1 st Delay	\$361
CR 19 (Taft Hill Road) Improvements	Fort Collins	STBG	FY23	Fall 2024	Project \$3.8M short due to various cost escalations; seeking full funding in current STBG call	1 st Delay	\$3,834
Citywide Signal Retiming	Greeley	CMAQ	FY23	Late 2023	City is currently soliciting consultants for this project.	1 st Delay	\$273
Phase 3 Fiber	Greeley	CMAQ	FY23	Late 2023	Design is complete. City has already bid for the fiber material. Construction plans are being finalized.	1 st Delay	\$2,376
83rd Ave Roadway Improvements	Greeley	STBG	FY23	Late 2023	City is currently reviewing proposed development in the area. The final roadway section will be developed once traffic impacts are fully known.	1 st Delay	\$3,884
North LCR 17 Expansion	Larimer	CRP STBG TA	FY23	10/16/2023	Could not get concurrence to advertise from CDOT in late 2022 (received in early 2023) in time to get irrigation work completed prior to spring 2023 irrigation season. This required delaying one year.	1 st Delay	\$1,496
Poudre River Regional Trail Windsor to Timnath Connection	Larimer	MMOF	FY22	December 2023	Experiencing challenges finalizing trail easement agreement with landowner. Hope to have agreement completed in late fall of 2023	1 st Delay	\$399

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2023 Project Status Comments	2023 Delay Status	NFRMPO Awarded Funds (in thousands)
SH 287 West Sidewalk Gap	Loveland	MMOF	FY23	Q1 2024	Project delayed due to staff turnover and subsequent project prioritization	1 st Delay	\$175
US 34 Widening - Boise to Rocky Mountain	Loveland	STBG	FY23	Q1 2024	Project delayed due to staff turnover and subsequent project prioritization	1 st Delay	\$2,272
11th St Multimodal Design	Windsor	MMOF	FY23	February 2024	Working on the IGA with CDOT and anticipate Advertising in early 2024 for construction during the summer while school is out of session.	1 st Delay	\$740
WCR 13 Alignment Improvements	Windsor	STBG	FY23	Q4 2024	Project design was put on hold to seek regional financial partnerships due to escalating construction costs and Town leadership changing, unfortunately these discussions took some time and were not fruitful.	1 st Delay	\$1,187
Poudre River Trail Realignment Improvements	Windsor	TA	FY23	March 2024	Project under review by CDOT	1 st Delay	\$544
Poudre Trail Wayfinding - I25 to Island Grove Park	Windsor	TA	FY23	January 2024	Delayed due to regulatory requirements.	1 st Delay	\$85

Table 3. FY2023 Project Status Report – Not Delayed

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2023 Project Status Comments	2022 Review Outcome	2023 Delay Status	NFRMPO Awarded Funds (in thousands)
Widening and Roundabout at 37th Street and 47th Ave	Evans	STBG	FY22	February 2023	Project construction complete, project closeout proceeding	1 st Extension	Not Delayed	\$1,119
Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA	FY20	November 2022	Project Complete	3rd Extension	Not Delayed	\$156
Centerra Trail	Loveland	MMOF	FY22	August 2022	Project completed – waiting for contractor to submit final invoice to complete closeout	N/A	Not Delayed	\$436
WCR23/Great Western Trail Pedestrian Connection	Severance	MMOF	FY23	September 2022	Project Complete	N/A	Not Delayed	\$531
Weld County On Demand Transit	Weld	MMOF	FY23	August 2023	August 1 st , 2023, was the program start date.	N/A	Not Delayed	\$343
Roundabout at WCR 74 & WCR 33	Weld	STBG	FY23	December 2022	This project did meet the expected Ad date and is under construction.	N/A	Not Delayed	\$1,092
Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	STBG	FY23	February 2023	Construction is underway and is anticipated to be complete before end of 2023.	N/A	Not Delayed	\$1,705

Table 4. PNF Project Status Report

Project Name	Sponsor	Milestone Deadline	AD Date	2023 Project Status Comments	PNF Funds (in thousands)
Timberline Road Corridor Improvements	Fort Collins	FY Funding Expiration: 9/30/2024	September 2022	Project in final stages of construction; anticipated to be completed in September 2023	\$2,695
North LCR17 Expansion	Larimer	Funding Expiration: 9/30/2024	Anticipated: October 2023	Could not get concurrence to advertise from CDOT in late 2022 (received in early 2023) in time to get irrigation work completed prior to spring 2023 irrigation season. This required delaying one year.	\$356
Intersection Improvements at SH 257 & Eastman Park Drive	Windsor	Funding Expiration: 9/30/2024	February 2023	Construction is underway and is anticipated to be complete before end of 2023.	\$1,705

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: Thursday, September 7, 2023; 8:30 a.m. – 12:00 p.m.

[STAC Meeting September 7, 2023 Recording](#)

Highlights and Action Items

Transportation Commission Report – Vince Rogalski, STAC Chair

- The new Commissioners have been appointed and Transportation Commission meetings will be resuming their regular schedule of meetings, with the TC workshops on September 20th and regular meeting on September 21st.
- The TC approved a project budget increase of \$11,742,755 (22%) to one of the previously approved 10-Year Strategic Plan (Plan ID 0016), and a Senate Bill 267 project: I-25 Paving and Mobility - Fillmore to Garden of the Gods Improvements.
- NFRMPO submitted their Draft GHG Transportation Report to the Transportation Commission on the 2050 Regional Transportation Plan (RTP) as required in Section 8.02.5.1 of 2 CCR 601-22. The TC accepted the NFRMPO GHG Transportation Report via resolution.
- The Fuels Impact Enterprise, that was newly established under SB 23-280 - Hazardous Material Mitigation is required, by statute, to have its Board impose a Fuels Impact Reduction Fee and report the fee amount approved by the Board of Directors to the Department of Revenue no later than September 1, 2023. The TC is the Board of Directors for this Enterprise. The TC adopted a six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon, complying with SB 23-280.
- The TC members welcomed Paul DesRocher as the new CDOT Division of Transit and Rail Director.

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

- Update on State Legislation
 - The Colorado Transportation Legislative Review Committee met last month and then will meet again in October. In August they voted on which bills they would draft as an interim committee. Six of the 10 ideas introduced are anticipated to affect CDOT in some way.
 - Five of the bills will be discussed at the next TLRC meeting, and eventually the TLRC will choose five of the 10 drafts to move forward with.
 - The next Colorado Legislative session is starting in the next few months!
- Update on Federal Legislation
 - President Biden announced Michael Whitaker as the nominee for the FAA Administrator.
 - It is the end of the Federal Fiscal Year and operations bills must be passed by September 30th.
 - There are dueling appropriations bills in the Senate. Senator Patty Murray and Senator Collins presented appropriations packages to the Senate. They are hoping to vote on this package the week of September 11th.
 - United Auto Workers (UAW) voted to potentially strike the week of September 11th.

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

- There are some CDOT staff observations related to boundaries that staff are currently considering, but none have yet resulted in specific recommendations.
- Several TPR governance considerations were noted related to term limits, rotations of chair and vice chair, how STAC chair and vice chair might rotate between rural and urban, having a TRAC member or other transit representative as a STAC member, and other changes to ensure one jurisdiction does not have more than one representative on the STAC. CDOT also noted that updates to governing documents and practices should be considered that would ensure full transparency.

- Other CDOT considerations pertained to finding additional TPR administrative funding, conducting TPR semi-annual meetings with TPR administrators, TPRs hosting and maintaining websites, and for CDOT to increase interface with TPRs, and to prepare Transportation 101 briefings.
- CDOT Boundary Considerations include:
 - Rural El Paso County to join PPACG vs. CFR TPR.
 - Merge SETPR with SCTPR? Or have SCTPR join PACOG? Should Chaffee County be represented in the Central Front Range TPR instead of the San Luis Valley TPR?
 - Splitting the Intermountain TPR into two TPRs.
- Discussion:
 - There was a request for CDOT to help guide new STAC members in their roles and responsibilities.
 - Some consider the study to be pressing for changes to something that is working for 99% of jurisdictions.
 - Several TPRs under consideration for boundary changes requested they be left as is.
- **STAC Action:** None

Program Distribution: MMOF Program – Marissa Gaughan, Multimodal Planning Branch Manager and Michael Snow, CDOT MMOF Program Manager

- It was noted that the potential TPR allocation for the next two year's combined funding to the South Central TPR would amount to just \$135,572, while CDOT's minimum allowed grant for infrastructure projects is \$150,000.

STAC Discussion and Suggestions for the MMOF Formula

- It was recommended that the Urban-Rural split of 19% rural and 81% urban in the MMOF formula remain.
- No modifications were suggested to the Rural formula.
- Urban Formula criteria weighting:
 - It was agreed by most that there should not be a reduction in percentage related to bicycle crashes.
 - Several recommended increasing the weighting on pedestrian crashes, considering the significance of this current issue.
 - Many felt that weighting on the disabled population and populations 65+ criteria should be added.
 - Other suggested modifications included: reduce weighting on population and jobs as these are not transportation numbers; add a GHG criteria somehow; reduce or even invert the weighting on Transit ridership to direct funds to where transit is insufficient rather than to where it exists already.
 - STAC suggested the following new urban formula weighting and requested staff return next month with it actual results: Population: 20%; School Age Population: 5%; DI Community Percentage: 10%; Disabled Population: 10%; 65+ Population: 10%; Zero Vehicle Household: 5%; Bicycle Crashes: 10%; Pedestrian Crashes: 10%; Number of Jobs: 5%; Transit Revenue Miles: 0%; and Unlinked Transit Trips: 15%.
 - The administrative burden to CDOT and the locals was a voiced concern with the MMOF program.
 - It was questioned and clarified that the administrative set aside from previous years' funds is for CDOT program and project support, and not funding for the local agencies' project implementation costs.
 - Discussion will continue at the next STAC meeting in October
- **STAC Action:** None.

Scenic Byways Overview and Update: – Lenore Bates, Scenic Byways Program Manager

- Topics included: Supporting Practices Roadside Design Guidelines, Scenic Byways Program History, Recognition and Awards for Colorado Scenic Byways, and EV Friendly Byways
- The Economic Impact of Scenic Byways in Colorado was noted with a total impact of \$4.8B (between 2009-2014) from 2016 estimates, and \$4.92B (2014-2019) for 2022 estimates.
- Current ongoing Scenic Byways projects include work on the Alpine Loop/Silver Thread, Lariat Loop, Highway of Legends, a Gold Belt Tour - a self-guided tour of scenic byways, and a Travel Stories APP.
- **STAC Action:** None.

The next STAC meeting is scheduled for **Thursday, October 5, 2023, at 8:30 am** in-person at CDOT Headquarters at 2829 W. Howard Place, Denver.

	<p>MINUTES OF THE INFORMAL DISCUSSION AND REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)¹</p> <p>Held: Wednesday, July 19, 2023, 10:00 am</p> <p>Broadcast on YouTube Live. A recording of the CTIO meeting can be found here for six months after the meeting was held. After that time, it will be archived.</p> <p>The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:</p> <p>Margaret Bowes, Chair (Remote) Karen Stuart, Vice-Chair (Remote) Cecil Gutierrez (Remote) Joel Noble (Remote) Eula Adams (Remote)</p>
Roll Call Regular Meeting	All board members, except Director Easton, were present. The meeting began at 10:03 am.
Informal Discussion	<p>CTIO Staff and the CTIO Board discussed the following:</p> <ul style="list-style-type: none"> • Dynamic Pricing. • Comms update - Safety Enforcement Program. • Budget Amendment. • CTIO Director Recruitment Committee Members.
Roll Call Regular Meeting	All board members were present - except Director Easton. The meeting continued at 10:09 am.
Public Comment	There was no public comment.

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

Director's Report	<p>Piper Darlington, Acting CTIO Director, provided the Director's Report, which included information on the following:</p> <ul style="list-style-type: none"> • Participation in Cambridge Forum for Infrastructure Leaders that was held in Washington DC and reflections on the various sessions. • Staffing update with the addition of a new Express Lanes Operations Manager. They will start that position at the end of July and be introduced to the board at the next meeting. • Fiscal Year 2023 Fee for Service Final Report on scope of work activities accomplished including the drafting of the Mountain Express Lane (MEXL) Annual Report. • I-25 North Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan update. <p>Discussion</p> <ul style="list-style-type: none"> • CTIO Board members and staff discussed the timing of the TIFIA loan close and its impact on the construction schedule on I-25 North, Segment 5. • Chair Bowes requested a copy of the MEXL Annual Report from CTIO staff.
Construction/Operations/Maintenance Questions	<p>CTIO Board members and CTIO staff discussed the I-25 (Berthoud to Fort Collins) Express Lanes construction timeline, improvements made, and the possible timeline for the safety enforcement program being in effect on the full corridor.</p> <p>Director Easton joined the meeting at 10:18 am.</p>
Consent Agenda Resolution #422 and #423	<p>ACTION: Upon a motion by Director Guterrez and second by Director Noble, a vote was conducted, and Resolution #422 (June 14 minutes) and Resolution #423 (CTIO Director Recruitment Committee Members) were unanimously approved.</p>
Budget Amendment Resolution #424	<p>ACTION: Upon a motion by Vice-Chair Stuart and second by Director Noble, a vote was conducted, and Resolution #424 (Budget Amendment) was unanimously approved.</p>
Dynamic Pricing	<p>Kelly Brown, Chief Toll Operations Officer, provided a presentation on dynamic pricing which included information on the following:</p> <ul style="list-style-type: none"> • Dynamic pricing benefits. • National scan of dynamic pricing. • Dynamic tolling algorithm criteria. • Next steps and questions. <p>Discussion</p>

	<ul style="list-style-type: none"> CTIO Board members and staff discussed the difference between a hard and a soft cap.
Communications and Outreach: Safety Enforcement Program and Central 70	<p>Tim Hoover, CDOT Communications Integration Lead, provided a presentation on the Safety Enforcement Program and Central 70 outreach. It included information on the following:</p> <ul style="list-style-type: none"> Campaign launch, outreach overview, earned media results, media coverage, stakeholder outreach, influencer partnerships, paid media placements, social media posts, variable messaging signs (VMS), website and legislator updates, and next steps. <p>Discussion</p> <ul style="list-style-type: none"> CTIO Board members and staff discussed the campaigns' successes, feedback on VMS sign messaging, and the next steps.
Adjourn	The CTIO Board adjourned at 11:03 am.